

# ILLUSTRATED TIMES

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## OUR DISASTER IN CHINA.

THERE is evidently plenty of work cut out for British energy in the East. While India remains a sore puzzle, draining us of troops, and filling us with an anxiety which breaks out every now and then, we find ourselves distinctly checked in China. There is no mistake about it. We have received a repulse in our attempts to force communication with the Imperial Court of Peking—a repulse which has ere this been magnified into a mighty victory over the "barbarians" through the whole empire. The work, so to speak, is all to begin again. The treaty has been blown to pieces. We have two choices now before us: to acquiesce in defeat, and give up our plan of fixing an Embassy at Peking; or to undertake a new war on a scale which China cannot possibly resist.

Before deciding between these alternatives, let us glance at the catastrophe which has just startled us all—as a loss so considerable well might. There are some ugly characteristics about it, for how could the Admiral be a week before the passage which he had to storm without learning more of the nature of its defences? The conduct of the Chinese authorities had been very suspicious. No high mandarins could be got at to communicate with, and the minor authorities who were there seem to have intimated that men-of-war would not be allowed to pass up the Peiho several days before our attack. When the 25th of June came Admiral Hope moved on with his gun-boats, evidently expecting no resistance worth mentioning. But no sooner had two or three of them pushed forward to burst the barriers than a hot fire began from three regular bastions armed with 24 and 50 pounders, and admirably worked. As the afternoon advanced it was clear that the naval part of the attack would be a failure; and an officer was sent to report on the possibility of a landing. This gentleman seems to have been too sanguine, and to have overlooked the nature of the place, for the landing party found itself massacred in the mud without being able to charge the fortifications at all. A retreat was now inevitable, and took place amidst "yells of triumph" from the Chinese.

On reviewing the day's work, as far as we yet know its details, we must honestly pronounce it a badly-calculated business.

The fighting was excellent, of course; but the Admiral seems not to have sufficiently made himself acquainted with the position into which he was going to run his vessels. Of course, our opinion is open to modification by-and-by, but certainly at present the affair seems as little wise in design as it was lucky in result.

The public will be curious to learn something of the latest

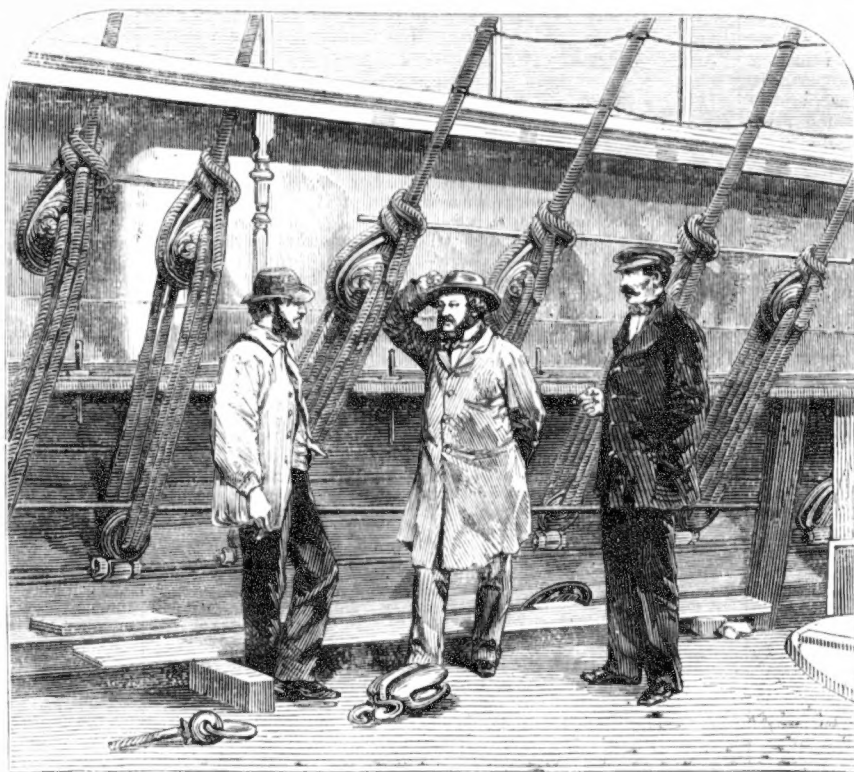
business is, whether we can trust the Chinese in the simplest matters of public faith? Mr. Bruce evidently thinks not; but, if he is right, the result is that we must base our whole conduct towards them upon force, and this will evidently necessitate greater preparations than we have ever yet made.

As matters stand the alternative above mentioned is clearly put before us. We must acquiesce in our defeat of the 25th of June, or we must prepare for a campaign of an entirely superior character. Unluckily, our consciences are not quite clear in the Chinese question; for in the affair of the "lorcha" we acted with savage precipitancy, and the whole aspect of our opium trade cannot be pronounced an agreeable one. On the other hand, the general principle that China may be forced into communication with European Powers has always seemed to us perfectly sound, and in accordance with his torical laws. In Australia and California, as elsewhere, the Chinese are availing themselves of our settlements for emigration and trade; and the exclusiveness of their Imperial policy is hostile to the development so necessary to their overcrowded population. Again, if their Court does not keep faith—if when it comes to the fulfilment of treaties evasion is resorted to—what other course but that of war remains for us?

But, indeed, the disaster of June 25 makes a new war inevitable; for, supposing it opens to question whether another route to Peking might not have been adopted by our Ambassador, still the Chinese preparations at Peiho were of the nature of an ambushade. When they knew that it was according to our interpretation of the treaty that our Ambassadors should pass up the river, their duty was to represent formally that such an act would be an act of war, and to give us the option of performing it or not. In such case Mr. Bruce would have waited for fresh instructions, or Admiral Hope would have brought his frigates up, and the day would have ended differently.

But they seem to have admitted the treaty and trifled with it, thrown us off our guard, and secretly arranged their preparations. It may have been weak in us to be duped, but that does not excuse the fraud by which it was made possible.

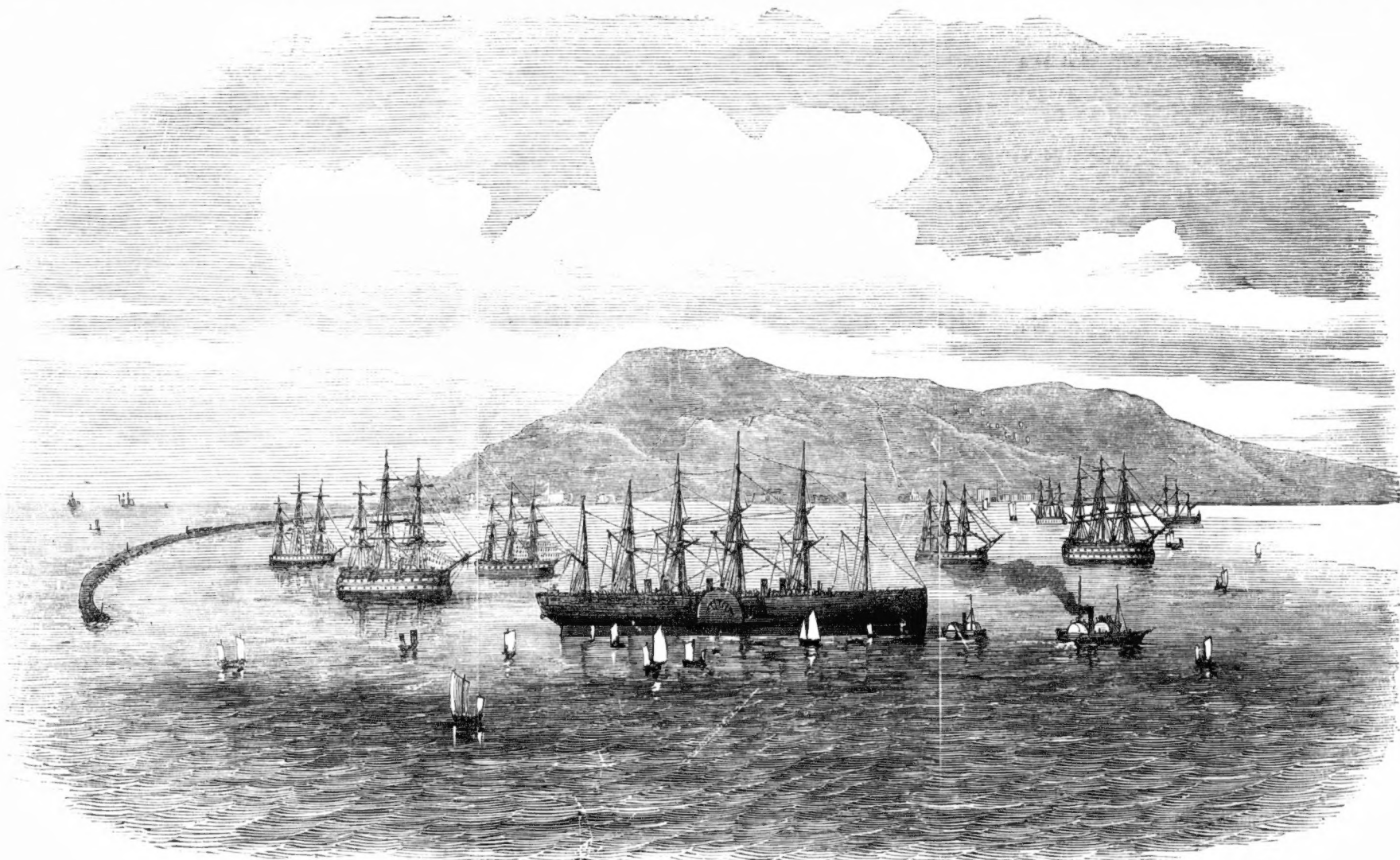
Besides—putting aside more refined considerations—can we submit to the humiliation just experienced, with a due regard



MARQUIS OF STAFFORD. MR. CAMPBELL. LORD ALFRED PAGET.

A GROUP ON BOARD THE GREAT EASTERN

negotiations between Mr. Bruce and the Chinese before the resolution of forcing the river-way to Peking was come to. It is on this point that our Manchester party will feel itself strongest; for, if the Chinese Court was willing to receive our Ambassador without a force behind him, had we a right to insist on such a force accompanying him? The essence of the



ARRIVAL OF THE GREAT EASTERN IN PORTLAND HARBOUR.—(SEE SUPPLEMENT)



for our standing in the East? It is these rough-and-ready practical questions which we have to ask ourselves, when dealing with folks like these, after all. And the British public, we suspect, has answered this question already. We must go through with the business; we must show these peoples who is the master, and that, if they sometimes give us a check by accident, it is always in our power to thrash them on a great scale when we seriously and properly undertake it. Till this truth is fairly known through the length and breadth of China, till it is out of the power of the Government to misrepresent it to the lowest Chinese, we never shall deal with them on a satisfactory basis. But we must deal with them somehow, for events are pushing us together with a power that neither diplomacy nor politics can control.

Of course the journals are full of suggestions for the military and naval conduct of the future operations. It seems clear, we think, that the present class of gun-boats is not the best for those waters, and that vessels more like those used by the natives themselves ought to be supplied for the next campaign. And we trust that the opportunity will not be lost of employing some of those native troops of India, the very existence of which is an embarrassment to us there, but which may be usefully as well as conveniently brought into play in China. The Emperor of the French is said to be disposed to undertake the task of finally bringing his Celestial Majesty to his senses, in company with us. It is an inevitable one, unless we are prepared to accept defeat, to reverse our policy, to lower our name, and to leave the task of bringing Europe and China into sound relations to Powers of more patience and greater enterprise.

## Foreign Intelligence.

### FRANCE.

THE French Court has left St. Sauveur for Biarritz, where the Emperor has been met by King Leopold of Belgium. Count Walewski is also at Biarritz.

In Paris it is also rumoured that the Governments of France and England have both agreed that it will be necessary to hold a Congress for the settlement of the Italian question.

### SPAIN.

The first division of the Spanish expedition against Morocco, assembling at Algeiras, has arrived at Ceuta, and the attack on the Moors has begun. The Spanish Government seems to anticipate that it will have to conduct the operations on a rather grand scale. In the event of such a grand expedition taking place, the Infante Don Sebastian, who recently recognised the Queen, will be, according to the *Espana*, "charged to besiege Mogador at the head of a corps d'armée, whilst another corps will attack Ceuta." There are reports from Algeiras that the Moroccans have attacked some French frontier posts, but have been driven back. It would be strange if Morocco was bent upon making two enemies at the same time.

Letters received from Madrid to the 5th inst. state that the English Ambassador had addressed inquiries to the Government of Spain concerning the concentration of Spanish troops in Algeiras. The reply of Spain is said to have been drawn up with great courtesy, but did not fully explain the reasons of the concentration of troops at this point.

The chiefs of the Republican conspiracy discovered at Seville have been executed, and a great number of persons compromised in the affair set at liberty.

### ITALY.

Rumours of changes in the Neapolitan Ministry still continue. Sicily is represented to be in a state of great excitement. Whole families are leaving and taking refuge in Naples. Eight thousand three hundred and eighty-six Swiss in all have embarked at Naples for Marseilles. The King is reputed to have rendered himself unpopular with his army by the abolition of the system of promotion by seniority, which will, it is feared, open the door to favouritism in its worst shape.

The Pope has been attacked with fever, and in consequence has suspended all audiences for several days. He is now recovering, and will leave in a few days for Castel Gondolfo. It is reported from Rome (writes the Paris correspondent of the *Globe*) that the Cardinals advise Pio to withdraw (whether not stated), and he himself talks like George the Fourth of "his coronation oath," by which he is debarred from emancipating the Bolognese, as "he swore to hand over the Papal estate undiminished to his successor."

The Turin papers seem by no means surprised at the declaration of the *Moniteur* which we print elsewhere. They state that it was anticipated by the Sardinian Government, and that the latter has received from the French Government a note most favourable to Italy. They add that the French Emperor made a very encouraging reply to the Modenese deputation, and that the note in the *Moniteur*, after all, contains the important official announcement that the deposed Princes will not be restored by foreign troops.

### AUSTRIA.

The great measure in favour of tolerance to Protestantism in Austria has at last received the Austrian Emperor's sanction. The four million Protestants which the empire contains will henceforward be, as far as liberty of worship is concerned, on a footing of perfect equality with their Catholic fellow-subjects.

The Government has extended measures of clemency to Venetia. All those who were detained in prison as a security against disorder or rebellion have been set at liberty. Some persons actually convicted of political offences, but who were deemed not dangerous to the public safety, have likewise been freed and sent home.

The *Oesterreichische Correspondenz* contradicts the rumours of fresh troops having been sent to Italy, and adds that these rumours arose probably from many of the soldiers having returned home on leave.

### MOROCCO.

The Emperor of Morocco is dead. Sidi Mohammed has been proclaimed Emperor at Fez, Mequinez, Teteuin, and Arabas, and is about to be proclaimed at Tangiers.

### TURKEY AND THE EAST.

A Circassian deputation lately arrived at Constantinople, and presented to the Ambassadors of the several Powers a declaration protesting against the invasion of their country by Russia, and stating that the whole of their provinces would be forced to submission if abandoned by the Porte.

The immigration of the Tcherkeses and Tartars has increased so much lately that the Government has been obliged to think of forming a new place of residence for them, and it has been decided to assign to them portions of land in Asia. A part of these mountaineers have been already sent to Tsiftler Tschifte, on the large domains of the Sultan near Kutajeh, and on the coasts of Anatolia.

Reinforcements of troops have been sent to Crete. Several arrests have taken place. A secret understanding has been discovered among the Cretan refugees in Greece. The principal Greek inhabitants of Crete have forwarded a memorial to the Porte to justify themselves.

News from Erzeroum states that a large fire had broken out, and the town had been visited again by repeated earthquake shocks.

The Sultan nearly lost his life last Saturday. An Ionian captain commanding an English steam-tug drove his vessel twice against the Imperial caïque, and the Sultan was saved with great difficulty. The captain has been arrested, and Sir Henry Bulwer has assured the Government that the most searching inquiry shall be made into this affair. The Governor of Candia has sent in his resignation. The smuggling of arms continues there, and a seizure of a bomb-vessel charged with

powder has been made. The political agitation in Servia is on the increase. The National Assembly (Skouptschina) has been convoked.

### PRUSSIA.

"The King of Prussia," says a letter from Berlin of the 10th, "has become so much better that his Majesty is able to get up every day, and even to walk without assistance. He sleeps well at night, and has a tolerable appetite. The intellectual condition of the King has also improved. His Majesty manifests more interest in what takes place around him, has inquired after members of his family and suite, and is now aware of the gravity of his own malady. To-day the King, for the first time for a long period, has been able to take the air on the terrace of his apartments."

### AMERICA.

The Presidential nominations form the chief topic of conversation in America. There are three candidates in the field; Wire, Douglas, and Bolts. At the last accounts Bolts was a little ahead.

Disturbances have again broken out in Kansas. A false report has been current in New York of the foundering of the U.S. frigate *Congress* with all hands.

Damage to the extent of between 100,000 dollars and 200,000 dollars has been occasioned at New Bedford by fire; two vessels were destroyed. American advices from Nicaragua assert that the United States' treaty with the Republic had been ratified; that the French treaty will have to be essentially amended before it is accepted; and that Sir W. Ouseley's will be totally rejected. The Republic, it is also stated, decline to give any Power special privileges over the Nicaraguan route.

### RUSSIA.

A letter received in Paris from St. Petersburg, dated August 30, says:—"I have seen it stated in some German journals that the Russian Cabinet insists on the restoration of the Princes of Central Italy. It is not so; of this I can assure you. The solution which would please our Cabinet best would be, first, the annexation of the Duchies to Piedmont, or, if not, the creation of a kingdom of Etruria under Prince Napoleon; but, under any circumstances, the regulation of the Italian question by a congress, in conformity with the wishes of the Italian people."

The Emperor has decided that, for the future, the prisoners sent to Siberia shall be divided into four categories—the banished convicts; the banished colonists; the exiles who, after their time has expired, are allowed to reside there; and the persons sent to Siberia for State reasons.

### INDIA.

#### THE EUROPEAN DISAFFECTION.

The Commander-in-Chief has issued the following order to the men of the late Company's army:—

The Commander-in-Chief deems it right to inform such men of her Majesty's Indian regiments as may take their discharge under the Governor-General's order, No. 883, of the 20th ult., that he not only cannot hold out any hope to them that in case of their re-enlistment their former service will be counted in their favour, but that he is confident that any such claim to reckon former service on re-enlistment made by the men alluded to will certainly be denied by her Majesty's Government.

The Commander-in-Chief accordingly, with the sanction of His Excellency the Viceroy and Governor-General in Council, desires that the last portion of the declaration signed by the soldiers on discharge, beginning immediately after the words "pensionary benefit," shall be omitted in the case of men taking their discharges under the Governor-General's order above quoted.

Having uttered this warning, the Commander-in-Chief hopes that the old soldiers of her Majesty's Indian army will be wise enough not to throw away without due reflection, and in a moment of excitement, the advantage of former services. They are precisely in the same position as regards pay, pension, clothing, and other regulations as the men in her Majesty's regiments of the line.

Let them think well on the mischief they may incur by a false step now taken in consequence of the option of discharge, which has lately been given them under the orders of the Government.

But the tide is too strong to be resisted, and 5391 men have formally recorded their applications for discharge. The shipmasters at Calcutta are raising difficulties about taking them, believing the men will be insubordinate. The difficulties, however, only increase the rates of passage-money, and the men are to be sent home armed. The last provision is the consequence of a direct order from Lord Stanley, instructing all the Indian Governments, "in the disturbed state of Europe," to send all invalids and discharged men home with their arms.

#### THE REBELS.

The latest reports of the rebels locate their greatest numbers, said to be some 8000 men in all, in the Nepaulese Hills. Two small bodies of them have been surprised and to some extent cut up in the Tran Raptée district. The *Calcutta Englishman* says:—"They are not in themselves so important as in the fact that they are in comparatively comfortable quarters and well fed by our Nepaulese friends; by no means an insignificant indication." Encouraged, perhaps, by the escape of the Nawab of Furrackabad, Nana Sahib himself has written to the Lieutenant-Governor of Agra that if the Government will give him Poona Sittara he will desist from hostilities.

#### ONE OF THE LAST JUNGLE FIGHTS.

The *Gazette* of Friday week contains the following despatch:—

"For the information of Major-General Sir J. Hope Grant, K.C.B., commanding in Oude, I have the honour to report that, having ascertained from my spies, that two leaders named Bull and Bulkurreem Sing, with a body of rebels, were located in the village of Chainpore, on the hedge of the jungle under the Nepaul Hills, about twenty miles north-east of Dhubere, I resolved to make a night march, and surprise them if possible. I accordingly marched at five p.m. on the 31st ultimo, leaving my camp under protection of a company of the 3rd Sikh Infantry, with instructions to move up to Siswa early the next morning.

"At nine p.m. I had arrived within six miles of the position supposed to be occupied by the enemy. As I considered it would be unadvisable to reach it before daylight, I bivouacked for the night, marching again at two o'clock, a.m., and succeeded, just as the day broke, in surprising and capturing twenty rebels, three elephants, two camels, seventeen horses, besides a large quantity of arms of all descriptions. Amongst the prisoners captured were sepoy of the 42nd, 60th, and 67th Regiments of Native Infantry.

"I was now informed that the remainder of the rebels, with Bullee and Bulkurreem Sing, occupied a line of topes running along the edge of the Terrae, and within half a mile of it. Leaving the prisoners in the charge of a small guard, I at once pushed on with the remainder of the troops; but fearing that the enemy might obtain information of my approach, I advanced with the cavalry, with a view to getting between them and the Terrae, to cut off their retreat, and keep them in check till my infantry could come up. This I succeeded in doing, but the rebels, apparently all regular sepoys, and about 200 strong, turned out and attacked me in a most determined manner. Seeing this I at once charged them. I was received by a volley of musketry, and before I could rally my cavalry the enemy had made a hasty retreat into the dense jungle in their front. When the infantry came up I followed for some distance, but, losing all trace of them, was obliged to give up the pursuit, and, marching westward along the edge of the Terrae, reached this at five p.m. yesterday, having gone over upwards of forty miles in twenty-four hours.

"I cannot speak too highly of the conduct of the detachment. All exerted themselves and endured with equal cheerfulness the fatigue of a long and harassing march in one of the hottest days I ever experienced in India.

R. RENVY, Captain,

Commanding 3rd Sikh Infantry.

#### A NEW CASTE QUARREL.

One of those caste quarrels hitherto almost peculiar to South India occurred last month at Galle. The people of the Jaggaroo caste, an industrious class, began the habit of wearing combs. The Wellala and Fisher castes, holding, like the upper castes in Travancore, that one of their peculiar privileges was invaded, assailed the Jaggaroos, and great disorder and bloodshed ensued.

### ITALIAN AFFAIRS.

#### THE CONFERENCE.

The *Nord* publishes information received from its correspondent at Zurich in relation to the proceedings of the Conference. This account refuses credit to the statement that the plenipotentiaries have arranged the frontier and financial questions, and asserts that they have not yet come to any decision respecting the environs of the fortress. Austria, it says, is inclined to cede nothing, while Lombardy advances a long series of claims. It is also stated that Austria has given up the hope of seeing the question of the Duchies settled by the Conference. On the day after that on which the *Nord's* correspondent wrote there was to be a full meeting of the representatives, and Count Colloredo was to demand the fulfilment of the article in the Villafranca treaty referring to the restoration of the Grand Dukes, not expecting the demand to be successful, but wishing thereby to prolong the present state of uncertainty in the hope of procuring the ultimate restoration of the Dukes.

A telegram from Zurich dated the 13th inst. says:—"The Conference is suspended for the present, until Count Colloredo receives fresh instructions from Vienna. Count Wimpffen, Secretary of the Austrian Embassy at Naples, has arrived on a visit to Count Colloredo."

The members of the Government of Zurich have invited all the plenipotentiaries to an excursion in steamers on the lake of Zurich. The Grand Duke of Baden will, before leaving, "assist" at a breakfast of the plenipotentiaries, to be given at the Hotel Bauer.

#### THE DUCHIES.

The Representative Assembly of Parma, following the example of the Tuscans and Romagnoles, has pronounced the overthrow of the Bourbon dynasty. On the 7th the National Assembly was opened with great solemnity. After the religious ceremonies at the Cathedral were concluded, the deputies proceeded to the Palace, amidst the cheers of a numerous assembly of the people and National Guard. The Dictator Farini addressed the Assembly, reviewing the history of the rule of the Bourbons in the Duchies, and terminated his speech amid cries of "Vive Victor Emmanuel!" The city was en fête. On the 11th the Assembly, after having received the report of the commission, voted unanimously and by ballot the *déchéance* of the Bourbon dynasty and the perpetual expulsion of all Princes of that house from the Government of these States. At the same sitting an address of thanks to the Emperor Napoleon was unanimously adopted, and the following proposals were adopted:—"The annexation of the States to the kingdom of Sardinia, under the constitutional sceptre of King Victor Emmanuel. The construction of a silver medal, to be distributed among the inhabitants of those provinces which have taken part in the war. The erection of a monument, to perpetuate the names of those compatriots who have died for their country since 1848. On the following day, the 12th, the Assembly voted unanimously the annexation of the provinces of Parma to the kingdom of Sardinia, under the sceptre of the glorious dynasty of Savoy. A solemn silence reigned in the hall of the Assembly during the voting, but at the proclamation of the result of the ballot enthusiastic cheers and loud vivats to Victor Emmanuel burst forth from all parts. The Assembly has chosen five deputies to convey the wishes of the population to the King of Sardinia. The following motions have been taken into consideration:—"The confirmation of Signor Farina as dictator. The promulgation of the statutes of Sardinia. The formation of a fund for the assistance of the Venetian volunteers."

The Dictator of Modena and Parma, Farini, has issued a decree enacting, in consequence of the vote of union with Piedmont lately renewed by universal suffrage, that those countries shall be considered integral parts of the kingdom of Sardinia, and that in consequence the constitution of that kingdom shall be proclaimed. Provisionally, the legislative and executive powers are to continue to be exercised by the Dictator, but under the constitutional guarantees.

A deputation consisting of the Marquis Lajatico, Chevalier Peruzzi, Professor Matteucci, were to leave very shortly for Paris, on a mission from the Tuscan Government. On Sunday Signor Ricasoli reviewed the National Guard, the crowds shouting "Viva il Ré." Ricasoli has also published an order of the day, thanking the Guard in the name of the country and the King of Sardinia, for their bearing and discipline, expressing confidence in the future, and hoping that the Guard and the regular troops would support the wishes of the country.

#### THE ARCHDUKES.

The following hypothetical version of the recent negotiations between France and Austria is given by the *Independence Belge* as one of the many "suppositions" afloat:—

The Archdukes to give up to the chief of their family and of the House of Hapsburg their respective rights in Tuscany and Modena; the Emperor Francis Joseph to hand them over to Prince Napoleon Jerome, who, uniting with them Parma and the Legations, would become King of Etruria. In the Legations the Prince to govern as a tributary to the Pope. The Emperor of the French to require of Victor Emmanuel the exertion of his influence in Central Italy in favour of his son-in-law. It is added that the Duke of Modena, being rich and childless, and his reversion belonging to Austria, would need no compensation. Of the Duchess of Parma there is no mention. Ferdinand IV. of Tuscany would take the Danubian Principalities, Prince Couza making room for him.

#### ANNEXATION OF THE ROMAGNA TO PIEDMONT.

On the 6th the Assembly unanimously adopted the following resolution:—

We, the representatives of the people of the Romagna, calling on the Deity to witness the righteousness of our intentions, declare that the people of the Romagna, strong in their right, will no longer submit to the temporal government of the Pope.

On the 7th the Assembly unanimously adopted the following proposition:—

We declare that the people of the Romagna desire annexation to the constitutional kingdom of Sardinia under the sceptre of King Victor Emmanuel.

The city was illuminated, and universal joy and order prevailed.

The assembly also authorised the President of the National Assembly to present an address to the Emperor Napoleon and to the King Victor Emmanuel expressing their sympathies for Venetia; and the Assembly further offered to make pecuniary sacrifices in their favour.

On the 10th the National Assembly decreed:—

That all those who have governed in the Romagna from the 12th of June till the present time have deserved well of their country.

The ratification of the title and authority of M. Cipriani as Governor-General, with responsible Ministers.

That full powers be conferred on M. Cipriani for the preservation of order in the interior and for the defence of the country.

That M. Cipriani be charged to co-operate energetically for the accomplishment of the wishes of the Assembly to procure a more intimate union with the other provinces of Central Italy.

That to M. Cipriani is given the faculty of proroguing and re-convocting the National Assembly.

An hour afterwards the Minister of Grace and Justice read a decree for the prorogation of the Assembly. The Assembly of Bologna consists of 124 Deputies. Amongst these there are two Princes, seven Marquises, thirty Counts, three Chevaliers, twenty-seven physicians, seventeen lawyers, twelve professors, and three officers. The remainder are merchant or landed proprietors.

The following is the text of the motion presented to the Assembly of Romagna on the 3rd, and the adoption of which we announced last week:—

Considering that the people of Romagna, after having in former centuries lived under their own statutes and laws, and in the beginning of the present century formed part of a civil kingdom, were in 1815 placed under the temporal Government of the Pope against their will; considering that that Government, while it did not revive the old privileges, destroyed the good institutions of the Italian kingdom, and subjected its subjects by its bad administration, well known to Europe; considering that from that moment the history of these provinces became a painful succession of revolutions and reactions, so that at length exceptional measures and the state of siege became the ordinary rule of Government; considering that this provoked serious evils, not only by destroying public prosperity, but also by overthrowing the moral sense of the people, with incessant danger to the tranquillity of Italy and Europe; considering that every attempt at reform was vain, that the prayers of the people remained unheard, as well as the



advice of the Potentates of Europe, and that the promises made were never kept; considering that the said Government has been found to be incompatible with Italian nationality, with civil equality, and political liberty; considering that it was not even able to defend the lives and property of its subjects; considering that it abdicated its sovereignty *de facto*, giving up its noblest prerogatives into the hands of Austrian Generals, who for many years held the civil and military government of these provinces in their hands, and conducted it ill; considering that it cannot support itself by its own strength, but only by foreign or mercenary armies, and has therefore become incompatible with public tranquillity and permanent order; lastly, considering that the temporal Government of the Pope is substantially and historically distinct from the spiritual government of the Church, which these populations will always respect; we, representatives of the people of Romagna, convoked in General Assembly, and calling God to witness as to the rectitude of our intentions, declare—that the people of Romagna refuse to live any longer under the temporal sway of the Pontiff.

Professor ALESSANDRINI, Count MASI.  
Professor RIZZOLI, Count MOSTI-ESTENSE,  
Count BENTIVOLIO, Count RASPONI,  
Count GAMBERINI, Dr. BILANCIONI,  
Count MALVEZZI, Marquis VARANO.

#### DISTURBANCE AT BERGAMO.

The Sardinian journals recently had a story to this effect: That at Bergamo the Bishop refused to officiate at a mortuary mass for the allied soldiers killed in the war, and at the same time appointed a service for the repose of the Austrians who fell at Magenta and Solferino. The patriotic feelings of the Bergamese rose to such a pitch that the Episcopal palace was stormed and burned to the ground. But it now appears that the Bishop did not refuse the use of the church for the commemorative festivity in honour of the fallen patriots; that he did not forbid the rector of the parish from taking part in it; that he did, on the contrary, officiate himself on the occasion, and that he even gave his assent to a layman haranguing the audience in the church, and only required that the speech should be appropriate to the place. When he discovered it was not, he stepped in and pronounced the interdict which the rules of the Church oblige him to pronounce on consecrated ground. The guilt, therefore, of the outbreak that followed cannot justly be attributed to him.

#### RENEWAL OF THE CHINESE WAR.

##### THREE ENGLISH VESSELS SUNK.

IN our previous Overland summaries it was mentioned that the latest news from Shanghai had represented the British, French, and American Ministers as on the eve of their departure from that place for Peking, via the Gulf of Pecheleo. They actually left on the 15th of June—the Hon. Mr. Bruce in her Majesty's ship *Magicienne*, with the *Comandante* as tender; M. de Bourboulon in H.M.S. *Du Chayla*, with the steamer *Norzaragay*; and his Excellency Mr. Ward, the United States' Minister, in the Powhattan, with the chartered steamer *Toeywan*. Admiral Hope left for the Gulf three days before; and a large British force was to rendezvous at Sha-lui-tien, about fifty miles from the mouth of the Peiho. Every precaution had been taken to force, if necessary, admission to Peking, and the proper exchange of the ratified treaties. Between 500 and 600 of the Royal Marines, with 100 of the Royal Engineers and a number of seamen, were to accompany the Hon. Mr. Bruce; while abundance of provisions ready for land package, with 200 of military-train coolies, would render the expedition in great part independent of the Chinese.

The reason for all these precautions was certain attempts made by the Chinese Imperial Commissioners at Shanghai to persuade the leaders of the expedition into delaying operations for a specified time. Their manner of doing so was of a nature to create a suspicion which turns out to have been too well founded. The expedition, which reached the mouth of the Peiho on the 25th of June, met, this time, with a far more stubborn resistance than was experienced when the allies for the first time forced their entrance into the river. Indeed, the squadron had ignominiously to return, after having suffered a comparatively greater loss in ships, officers, and men, than this country has had to suffer of late in contests with States deemed far more bellicose than the Chinese empire.

The following telegram was first received from Mr. Rumbold, Secretary to her Majesty's Mission in China, dated Aden, August 29:—

Admiral Hope arrived off the Peiho River on the 17th June, and found that the fortifications had been rebuilt, but no guns or men were visible. The entrance into the river was barred with booms and stakes.

The Plenipotentiaries joined the squadron on the 20th, and, no notice having been taken of the announcement of their arrival, an attempt was made on the 25th to force a passage, when on a sudden batteries, supported by a Mongol force, of apparently 20,000 men, were unmasked, and opened a destructive fire.

After a severe action the squadron was obliged to withdraw, with the loss of the *Cormorant*, the *Lee*, and the *Plover*, and 464 killed and wounded. The French had 14 killed and wounded out of 60.

The Plenipotentiaries have returned to Shanghai. The rest of China is reported quiet.

No fears are entertained about Canton, but the Tartar troops had been disarmed as a matter of precaution.

According to intelligence from Hong Kong, Mr. Bruce arrived off the Peiho on the 18th of June, and sought communication with the authorities on shore. No officers of rank were found, but some messages were interchanged between some petty mandarins and Mr. Bruce's suite. The tenour of these was, that the foreign Ministers would be allowed to proceed to Peking by a passage to the northward, but that no man-of-war would be allowed to enter the Peiho. They disclaimed acting under Imperial orders, stating that the forts and barriers were constructed by the country people to protect them against pirates. Failing to obtain any satisfactory intercourse, Mr. Bruce handed the matter over to Admiral Hope, who, on the 25th of June, proceeded to force a passage.

The result is given in the inclosed extracts from the *North China Herald* of the 9th and 14th of July:—

"Her Majesty's Ship—, off the Peiho, July 1.

"On the 25th of June the negotiations with the Chinese having come to nothing but a put-off to gain time, the Admiral, with his flag flying in the *Plover*, followed by the gun-boats *Lee*, *Nimrod*, *Cormorant*, *Opossum*, *Banterer*, *Starling*, *Forester*, *Kestrel*, *Janus*, and *Haughty*, proceeded to take up a position off the Peiho forts, ready to attack in case the Chinese should offer any resistance to clearing away the barriers. At 2 p.m., the stations having been pretty well obtained (with the exception of the *Starling* and *Banterer*, which were on shore—the former on the south and the latter on the north bank), the *Plover* and *Opossum* weighed; the latter proceeded to clear away a passage through the iron stakes which composed the first obstruction. Two of these having been drawn, the *Plover*, followed by the *Opossum*, passed through them, and also the second boom, which had been destroyed by the Flag Captain on the previous night. On arriving at the second she attempted, together with the *Opossum*, to break through it, but without effect. Almost immediately a single gun was fired at her, and directly all the masts were rolled up, and a tremendous fire was opened on the squadron, and the action became general. The *Lee*, by signal from the *Plover*, passed through the stakes to the support of the Admiral. The *Plover* and the *Opossum* were, however, soon obliged to slip, the fire being too heavy for them, and, followed by the *Lee*, dropped clear of the stakes at 3.15. The gun-boat *Plover* suffered very much in killed and wounded. An officer was sent to the reserve to order up reinforcements, but the tide was too strong for the boats to attempt to pull up. The American flag officer very kindly offered to tow the boats up to a position to enable them to reach the gun-boats. At 4.30 the enemy's fire was slackened considerably, orders were sent down to the reserve for Marines and Naval Brigades to prepare to land, and the *Forester* and the *Opossum*, together with the *Toeywan*, proceeded and towed them to the *Nimrod*, the place of rendezvous. At an early period of the action the Admiral had been wounded on board the *Plover* by a splinter in the thigh, and that vessel was almost entirely disabled. He shifted his flag to the *Opossum*. When there he took his station on the cabin, and thence issued his orders, until a round-shot cut the mainstay on which he was leaning, and caused him to fall to the deck—a height of some eight feet—break-

ing a rib and severely shaking him. After a short time he left the *Opossum* in the *Du Chayla*'s gig, and proceeded to the *Cormorant*, where he remained. At 5.45 the boats, having assembled alongside the *Nimrod*, pushed for the shore as near the stakes as possible and opposite to the left bastion, about 600 yards distant from it. The landing here was composed of mud about knee deep, and the greatest difficulty was experienced in getting up the scaling-ladders and bridges. The Marines and Naval Brigade, a small portion of which had only just landed, pushed to the front under a very heavy fire from six guns in flank and in front. The fire from the walls of jingalls, rifles, and arrows, was also very heavy.

"No check had hitherto taken place, but here a ditch, five feet deep and ten broad, occurred, and the men, having no choice, plunged across, and thereby wetted their ammunition. A party of some fifty officers and men again pushed on and crossed another wet ditch, which took them within twenty yards of the wall. In the meantime Captains *Shadwell* and *Vansittart*, as also Colonel *Lemon*, having been wounded, the command devolved on Commanders *Commerell* and *Major Parke*. It was now about nine o'clock, and darkness had set in. The position of the landing party was most precarious; fifty officers and men alone remained in the first ditch, and about 150 in the second. Many had been killed and wounded, and, with the exception of a small body 150 yards further back, no reinforcements appeared to be offering, and the men already at the front were perfectly exhausted, and without dry ammunition or rifles fit to use. The officers in vain encouraged their men to charge to the walls, but it was ineffectual: the men were few and done up, and even if they had not been they never could have carried them against the thousands that lined the walls. Under these circumstances the commanding officer dispatched an officer to the rear to ask for instructions, and the senior officer sent him back immediately with orders for the force to withdraw, as no reinforcements could be sent. Directly this order was received the wounded were dispatched to the rear by twos and threes, and, two hours having been given them to get to the boats, the small advanced party retreated in good order from ditch to ditch, examining the ground in their retreat for any wounded that might have been overlooked. Many poor fellows, alas! in the retreat fell to rise no more, but the wounded were saved and brought off.

"In the meantime the boats of the squadron under Captain *Willes* employed themselves in embarking the wounded and landing party, and at one o'clock, or a little after, they were all off. The gun-boats did their duty ably, and covered the landing party up to the latest moment it was prudent to fire; and shortly after, as a testimony of their hard-fought day, the *Lee* and *Kestrel* sunk, and the *Haughty* just managed to keep herself afloat till the morning, when she went down, but fortunately out of range. At three a.m. the *Cormorant*, with the Admiral on board, and full of wounded, was so fast aground that it was considered necessary to leave her, as she was right under the batteries, and at daylight the enemy would doubtless concentrate their fire on her, whereas, if she were temporarily abandoned, it was hoped that the enemy would cease firing on her, and the next night we should be able to get her off. For the same reasons the *Plover* and *Starling*, both immovably aground, were cleared of their crews. The morning of the 26th showed our squadron in sad condition—hardly a gun-boat but was disabled. However, during the day the carpenters of the squadron were employed patching them up temporarily, and the *Starling* having floated, her Second Master proceeded in a dingy and cut her cable, when she drifted out of range with the ebb. Two night attempts were made by Captain *Willes* to recover the *Cormorant* and *Plover*, but without success. The *Cormorant*'s ship's company having remained till eleven a.m. to endeavour to float her, a most terrific fire was opened upon her from batteries both north and south, and it soon became evident that she was sinking. Orders were therefore sent down to Commander *Wodehouse*, ordering him to abandon her if he had no hopes. Her ship's company and officers were embarked accordingly, but not before the water was up to her lower-deck, and half an hour afterwards she went down head foremost. The same night fresh attempts were made on the *Plover*, but it was found impracticable, as she was full of water, and gave no hope of her being able to float. At daylight the *Kestrel*, sunk on the 25th under the batteries, was observed drifting out, and, having been towed by the *Janus* into shoal water, was eventually recovered. During that day the enemy got on board the *Plover* over the mud, and saved us the trouble of destroying her by setting her on fire ourselves, but not before a great portion of her stores had been recovered.

"The next two or three days the boats of the *Chesapeake* were employed destroying the abandoned vessels as much as possible."

"Her Majesty's Ship—, off the Peiho, July 3.

"The whole of the squadron had assembled off the Peiho by the 18th of June, and preparations were immediately made in case warlike measures should be necessary, we in the squadron, however, never dreaming that the Chinese would be so mad as to resist. On the 24th the whole of the Naval and Marine Brigades, with the French frigate *Du Chayla*, were towed in over the bar and put on board some junks which had been detained for the purpose out of gunshot of the forts. The remainder of this day was spent in making the final preparation for an attack on the forts, which are very substantially built, and have evidently had the benefit of European skill in their construction, as did also their guns during the action. The principal forts consist of three bastions connected by curtains and armed with guns of from 24 pound to 50 pound. One of these forts is on the south bank of the river and another on the north, but that on the north runs at right angles to the south batteries, and thus any ships anchoring parallel to the south forts—i.e., in the line of the river—are exposed to a raking or longitudinal fire from the north forts. Besides these, there are two or three other batteries which took part in the action, but without much effect. Four very formidable barriers crossed the river, the outer one being so situated that it was not more than 600 yards from any gun in the batteries, and considerably less than that from most of them. The Flag Captain partially destroyed one of these barriers during the night of the 24th, but he was fired on by the batteries, and retired.

"On Saturday, June 25, the gun-boats *Janus*, *Kestrel*, *Lee*, *Haughty*, *Plover*, *Starling*, *Opossum*, *Banterer*, and *Forester*, with the dispatch-vessels *Nimrod* and *Cormorant*, took up their positions, the inner gun-boat, the *Banterer*, being close to the outer barrier on the north side of the river, the line of vessels crossing the stream from that point diagonally, or in a southerly direction. The Admiral had hoisted his flag on board the *Plover*, and, with the *Opossum* leading, he proceeded about two p.m. to force his way through the outer barrier. The *Opossum* steamed at it, but it was too strong for her; however, by hooking her anchor to one of the piles she managed to drag one up, and so made room to pass through, and then steamed on towards the second barrier. Every one now began to think that the Chinese were going to let us pass through quietly, but that idea was of very short duration, for the Admiral, following the *Opossum*, had no sooner pushed the bow of the *Plover* through the barrier than bang went a gun from the batteries into her. She immediately returned it, and the whole of the forts opened fire, as if by magic (this was at 2.40 p.m.). A tremendous cannonade ensued, and it lasted without intermission until, between four and five o'clock, the Chinese firing with remarkable precision, and causing a terrible loss on board the gun-boats, the *Plover* and *Opossum* had to retrace their steps and join the rest of the squadron. So severe was the fire that in a very short time the *Plover* and two other gun-boats had to be reinforced from the Naval Brigade. The Admiral was wounded in the early part of the action, but refused to leave the deck. His gun-boat was evidently a mark for the enemy until he shifted to the *Cormorant*. The tide falling, several of the vessels grounded, and the enemy's fire was now cutting them to pieces below the water-line. The southern batteries, however, had begun to slacken their fire, and, it being thought that a landing might be effected with a good prospect of success, an officer was sent to inspect the proposed spot for the landing, and reported it practicable. The signal was immediately made for the landing parties, and the two brigades approached in two vessels for

some distance, and then pulled in towards the shore. Directly they commenced landing they were assailed by a tremendous fire from all the batteries, and a dreadful carnage ensued. The mud was so heavy that the men could scarcely struggle through it, and they were mowed down by dozens. Many who were wounded fell, and were smothered in the mud; others were actually drowned in this dreadful morass from pure fatigue. Many more contrived to push on towards the batteries, but scarcely a man had a dry cartridge. The two ditches were crossed, but the utter impossibility of bringing up scaling ladders or bridges through such a sea of mud baffled all attempts at storming. The Chinese threw out treballs, which in the darkness that had now come on showed very distinctly the position of our people. Captain *Shadwell*, who commanded the Naval Brigade, having been severely wounded, and many other officers and men killed and wounded, it was but too evident that any further attempt would only entail a still greater sacrifice of life, and therefore the retreat was reluctantly ordered. The Chinese gave a yell of triumph when they saw this movement, and, if possible, redoubled their fire; while our poor fellows retraced their steps as best they could, many having to crawl on their hands and knees to prevent sinking into the mud altogether. By one p.m. the wounded and the remains of the landing party were embarked. To return to the gun-boats. The duel between them and the forts recommenced with great fury, and continued until long after dark, when at length, all the ammunition being expended, and the vessels all being in a sinking condition, the firing gradually ceased, and by ten o'clock the action may be said to have ended. The *Lee* and *Kestrel* had already sunk and the *Cormorant* was fast following their example, and they, with two or three gun-boats, had to be deserted during the night. Thus ended this most disastrous affair; the only redeeming point in it is that our men, though beaten, fought everywhere with the most desperate resolution, and had there been firm footing for the Marine and Naval Brigades there can be no doubt that the forts would have been carried; as it was, their part of the fighting was a struggle against mud, and not against Chinamen. Between the 26th of June and this day we have managed to rescue all the vessels from under the guns of the batteries, except the *Cormorant*, *Lee*, and *Plover*; they are utterly destroyed, but the remainder have been patched up sufficiently to make them float. The *Kestrel* floated out in the most extraordinary manner, and managed to steam out and join the rest of the squadron last evening; and the Chinese, who have kept up a desultory fire on our vessels ever since the 25th, are now left in the quiet enjoyment of their victory. The Americans, though they took no part in the action, have been extremely kind in assisting our wounded, and in various other ways have earned the good wishes of the whole squadron. I send you a list of the killed and wounded, which you will see is a very heavy one, considering that the total number of men of all arms engaged did not exceed 1300 men. There may be one or two names omitted, but it is very difficult to discover among so many vessels who are in the list of casualties. I cannot now ascertain the number of seamen and marines in each vessel, but the total loss, including officers and men of all arms, is 464 killed and wounded."

Among the killed are numbered—

Lieut. *Graves*, R.N., Assistance; Lieut. *Clutterbuck*, R.N., *Comandante*; Lieut. *Rason*, R.N., *Plover*; Captain *McKenna*, Royal Regiment; Mr. *Herbert*, midshipman, *Chesapeake*; Lieut. *Woolridge*, Royal Marine Brigade; Lieut. *Inglis*, Royal Marines.

Among the wounded we find the names of

Admiral *Hope*, severely; Capt. *Vansittart*, *Magicienne*, loss of left leg below knee; Capt. *Shadwell*, *Highflyer*, severe wound of foot; Capt. *Willes*, *Chesapeake*, slightly; Col. *Lemon*, Royal Marine Brigade, severely; Lieut. *Purvis*, R.N., *Highflyer*, slightly; Lieut. *Buckle*, *Magicienne*, slightly; Mr. *Burniston*, master, *Banterer*, slightly; Mr. *Armistage*, midshipman, *Crusier*, severely; Mr. *Powlett*, midshipman, *Cambrian*, severely; Mr. *Smith*, mate, *Chesapeake*, severely; Mr. *Phillips*, second master, *Plover*, slightly; Lieut. *Longley*, Royal Engineers, severely; Rev. H. *Hewliatt*, chaplain, Royal Marine Brigade, severely; Capt. *Masters*, *Chesapeake*; Capt. *Slaughter*, Royal Marine Brigade; Lieut. *Williams*, Royal Marine Artillery; Lieut. *Crawford*, Royal Marine Artillery; Lieut. *Collier*, Royal Marine Brigade; Lieut. *Carrington*, Royal Marine Brigade; Lieut. *Smith*, Royal Marine Brigade; Lieut. *Perceval*, *Fury*, slightly.

The story that the Chinese batteries were constructed and served by Europeans is repeated in another account. The writer says:—"The belief is universal throughout the squadron that Europeans manned the batteries, as well as Chinese. Men in grey coats, with close-cropped hair, and with Russian features, were visible in the batteries, and the whole of the fortifications were evidently of European design. Some of those who advanced near to the wall even go so far as to declare that they have heard men calling for more powder in Russian; and this morning it is reported that two dead bodies floated out of the river, dressed in Chinese clothes, but having incontestably European faces. The damaged forts are already repaired."

The Hon. F. W. Bruce and Bourboulon, the Ministers of England and France, with their suites, returned to Shanghai, the former in the *Comandante*, the latter in the *Du Chayla*. The *Magicienne* and Assistance went to an anchorage off Chihai, Ningpo, near Kinfang Island, where the British squadron were to rendezvous, to recruit the sick and wounded. At the latest point to which our intelligence comes down, the Admiral, in the *Chesapeake*, was waiting until the disabled gun-boats were ready to accompany him to the rendezvous. The American Minister was holding communication with the Chinese officials at a more northern entrance to the Peiho. It was expected that he would proceed to Peking.

#### THE VESSELS ENGAGED.

The following vessels were actually engaged:—*Comandante*, 2 guns, tender to flag-ship, *Clutterbuck*, lieutenant commanding; *Cormorant*, 4 guns, gun-vessel, *Wodehouse*, commander; *Nimrod*, 6 guns, gun-vessel, *Wynniatt*, acting commander; *Plover*, 2 guns, gun-boat, *Rason*, lieutenant commanding; *Opossum*, 2 guns, gunboat, *Balfour*, lieutenant commanding; *Haughty*, 2 guns, gunboat, *Broad*, lieutenant commanding; *Lee*, 2 guns, gunboat, *Jones*, lieutenant commanding; *Kestrel*, 2 guns, gunboat, *Bevan*, lieutenant commanding; *Janus*, 2 guns, gunboat, *Knewitt*, lieutenant commanding; *Banterer*, 2 guns, gunboat, *Jenkins*, lieutenant commanding; *Starling*, 2 guns, gunboat, *Whitshed*, lieutenant commanding; *Forester*, 2 guns, gunboat, *Innes*, lieutenant commanding; also a small French gunboat with one bow gun.

#### BRITISH MEN OF WAR IN WATERS NORTH OF SINGAPORE.

Steam-frigate, one, 50 guns; sailing ditto, three, 40 guns; steam-corvettes, three, 50 guns; sailing-corvette, one, 26 guns; steam-sloops, five, 30 guns; sailing ditto, three, 23 guns; gun-boats, seventeen, 68 guns; steam-transports, three, 14 guns; ditto tender, one, 4 guns; block-ships, three. Total guns, 309; total men, say, 3,900.

#### FRENCH IN COCHIN-CHINA.

Sailing-frigate, one, 50 guns; steam-sloops, nine, 104 guns; gun-boats, five, 26 guns; steam-transports, three. In China:—Sailing-frigate, one, 40 guns; steam-frigate, one, 40 guns; steam-sloops, two; gun-boats, two, 8 guns. Total guns, 268.

#### RUSSIAN.

Steam-frigate, one, 44 guns; steam-sloops, seven, 59 guns; gun-boats, four, 12 guns. Total guns, 125.

#### AMERICAN, AT OR NORTH OF SHANGHAI.

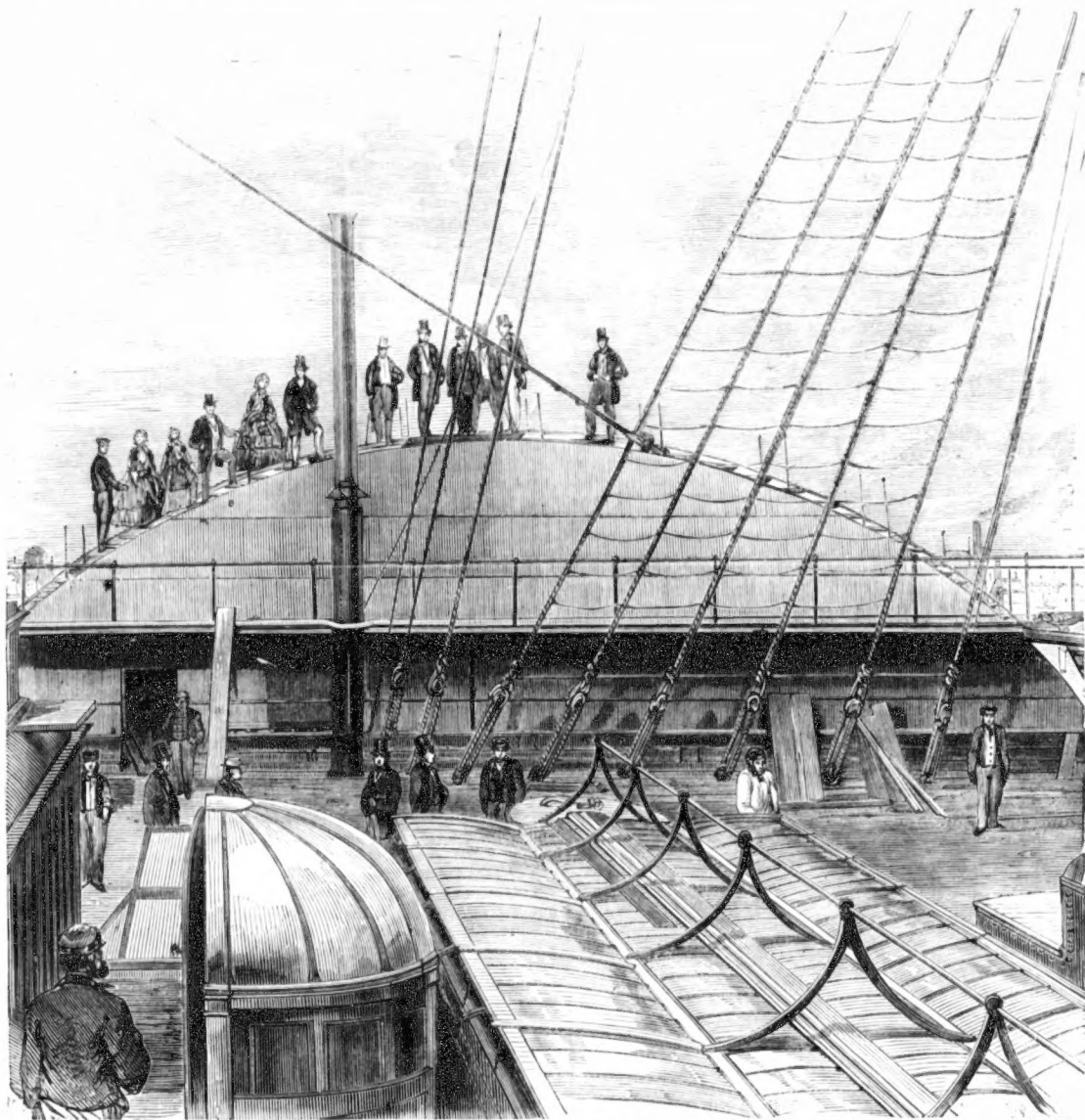
U.S.S. *Powhattan*, 9 guns, *Pearson*; U.S. Chartered steamer, *Toeywan*; U.S.S. *Germantown*, 20 guns, *Page*; U.S.S. *Mississippi*, 10 guns, *Nicholson*. At Japan:—U.S. Surveying-screw, *Benimore* Cooper, Lieut. J. M. Brock.

#### FRANCE AND CHINA.

The *Moniteur* of Wednesday morning, in an article containing the details of the late treachery of the Chinese, concludes thus:—"The Government of the Emperor and that of Great Britain are about to take measures together to inflict chastisement and obtain every satisfaction which so flagrant an act of treachery requires." It has since been stated that 12,000 troops are ordered to be held in readiness to leave for China. General *Whimpfen* is talked of as likely to command them.

DEATH AT A BALL.—The Marquis de la Villalobos gave at La Granja a dinner followed by a ball, at which the Duchess of Apudeda was conspicuous for her toilet and her loveliness. In the course of the evening her fan fell from her hand; a gentleman picked it up and presented it to her, when, to his dismay, he found that she was a corpse! Of course the party was immediately broken up, and the Marquis had the painful task of announcing to the Queen of Spain this sudden death of one of her most attached friends.



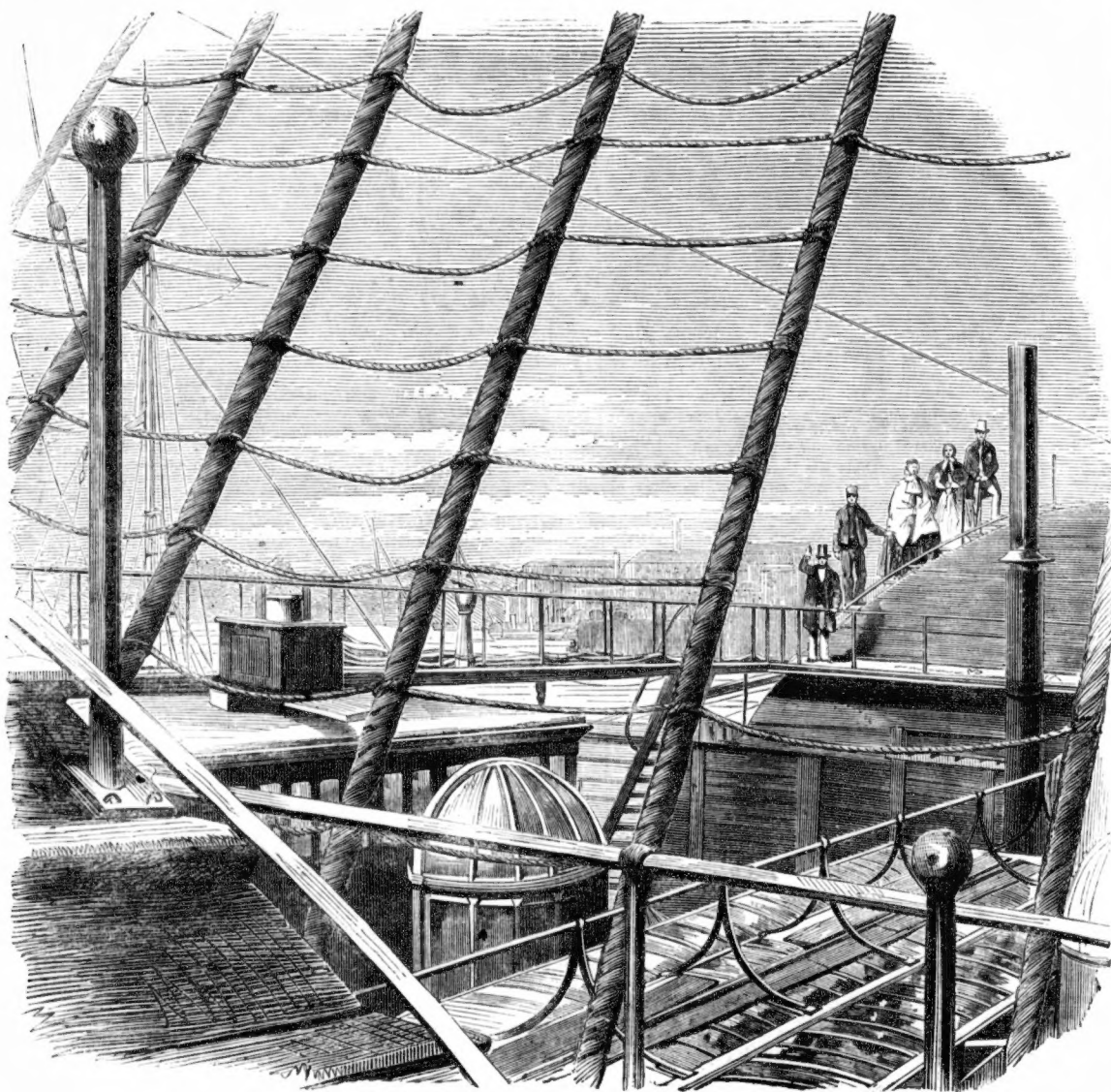


PADDLE-BOX OF THE GREAT EASTERN.

## WORKS OF WAR IN FRANCE.

THE French Government, which a few weeks ago laid itself out so ostentatiously for commercial enterprise and works of peace, still carries on everywhere works of war. On one side the fortifications of Lille are being pursued with feverish activity; and on the other the project for fortifying the city of Bruges is in full operation. A cannon-foundry on a gigantic scale is about to be established in that place, which is designed to become one of the most important fortifications in the empire.

At Toulon several new experiments have been made with the floating batteries, and the results have proved that, in thirty-five days, a large number of these new destructive machines, with their steam apparatus, can be constructed and transported to a distance, mounted, and rendered fit for action in forty-eight hours after their arrival at their destination. The Emperor has traced with his own hand the directions for the construction of these floating batteries. They are to carry two rifled cannon each, be fitted with two screw-propellers of sixteen-horse power, to be capable of being taken to pieces with the greatest rapidity, in



VIEW AMIDSHIPS OF THE GREAT EASTERN.

order to be transported by railway, and so adjusted as to be remounted and made ready for action in the shortest space of time possible. Another necessity was the facility of dividing the batteries into portions no larger in volume nor heavier in weight than allowed by the railways, and that these portions should be so closely adjusted as to be watertight. This problem has been solved by the Compagnie des Forges of the Mediterranean. The experiments not having been completed on Lake Garda, in consequence of the inexperience of the workmen, the Marine has just succeeded in working out the invention with the most perfect success at Toulon. The Minister had allowed two months for the construction of the floating batteries. At the end of thirty-five days, on the 3rd of July, the first was completed, and shipped with all its war matériel, stores, and ammunition, and its double crew of engineers and soldiers, on board the *Cacique*. Arrived at Genoa, two days sufficed to land the battery and place it on the railway for expedition to Milan. At the peace the battery was replaced on the railway, brought back to Genoa, reshipped on board the *Cacique*, landed at Toulon, and transported to the Mourillon, where it was carefully warehoused with all its machinery and fittings. The commission named by the Minister of Marine to superintend the trial chose expressly the most difficult ground as a field for the experiment. Eighty-seven hours after the first signal given the iron-bound battery No. 1, moved by two engines, with all its matériel and its fighting crew, was launched in the harbour, and plying about in the most intricate evolutions under the salute of the whole fleet, lost in admiration at the wondrous invention. The commission reports that under ordinary circumstances the battery could have been launched in forty-eight hours.

It is not, however, in ships and batteries that the French are likely to excel our navy; nor in seamanship, nor in the fighting quality of their seamen; but they already have a great advantage over us in their maritime conscriptions. "It cannot fail," said a correspondent of the *Times* recently, "to strike any one who may be acquainted, no matter how superficially, with the working of the *Inscription Maritime*, or system of manning the French navy, that a mutual and proportionate disarmament of the British and French navies would not leave the two countries in the same relative conditions for offence and defence. Disarmament would leave the French means of attack undiminished, and always available, while every sailor paid off in England would be lost to the service, and every ship laid up would be useless. Disarmament in France means nothing more nor less than the formation of reserves, capable of being brought forward at any time; it also means economising the cost of keeping men until they are wanted for actual service. The whole of the maritime population is registered, and liable to serve on board men-of-war. The *Inscription Maritime* not only includes merchant seamen and fishermen, but likewise all naval artificers of every description. The system provides for supplying the State with the services of this section of the community, and it takes care that the services shall be valuable. The men furnished by the conscription are draughted off every year into the fleet, where they are carefully instructed in gunnery and the duties of men-of-war's-men. When this is done, and they are thoroughly efficient, they are returned back into the merchant service or other civil employment. By this means the maritime population is, in reality, an immense naval reserve maintained at no cost to the nation. So far, therefore, as the means of offence of France are concerned, it is a matter of no moment to what extent she disarms, for her reserves are always maintained intact, and are constantly fed with fresh hands who have passed through the Imperial Navy for instruction.

Let us now see how the two systems work, and, without imputing bad faith or hostile intention to any one, we will suppose England to possess fifty liners afloat and France forty. Both countries agree to place out of commission twenty liners each, and to dismiss their crews, when the peace party would say that the relative positions of the two fleets are maintained. Under this arrangement the English ships are laid up and their crews discharged, to join the merchant service, or to swell the ranks of the United States' Navy. Once dismissed, they are lost to the English service. The utmost that we could hope would be to be able to win back a fraction—perhaps a tenth—of the 20,000 blue-jackets who have been entered and taught at such great expense to the nation. To get back this portion would necessitate the expenditure of large sums in the shape of bounties, and a delay of at least three months. Nor is this all. As our ships have heavy duties to perform, must be distributed over every sea, and are charged with the police of the ocean, they could not enter more boys or landsmen than at present, except at the risk of impairing the efficiency of the crews and jeopardising the safety of the ships. In France the twenty liners that would be put out of commission would be moored in the harbours of Toulon, Brest, and Cherbourg. They would have all their guns on board. Their masts and spars, and rigging and sails, would be carefully ticketed and packed away in warehouses along the quays. The 20,000 seamen discharged would each have his place marked for him on board the ship he is told off to. He is obliged to present himself at fixed periods to the authorities, and to state where and how he is employed, so that they may always be able to put their hands upon him when wanted. The French ships remaining in commission, having little or no duties to perform, compared with those of English ships, are in reality nautical schools. They may receive on board the regular quota of conscription every year, and also call in from the merchant service young seamen who have learned the peaceful portion of their profession, and keep them on board until they are well taught in gunnery, and made thorough men-of-war's-men, after which they will be discharged into the reserves.

Now, let us suppose that three years hence war should appear imminent between the two countries, France, although paying for a peace establishment, will have been drilling her maritime population according to the regular increase and for a war footing. The 20,000 men will receive their *feuilles de route*, and notice to proceed by railway to the ports where their respective ships are laid up. Every man knows his station, and falls into it naturally and at once. The riggers, caulkers, carpenters, and naval artificers, are likewise ordered to join, to fit out the ships ready for sea. The whole is done by a simple telegraphic order; and it is no exaggeration to suppose that in a month the whole French fleet of forty liners would be equipped and at sea, and that at very little cost to the nation, since no bounties are given, and naval artificers are paid considerably below the ordinary rate of wages. What, then, would be the position of the English fleet? True, there would be thirty liners in commission, but from them must be deducted ships on colonial stations—in China, the West Indies, and North America—so that there would not muster more than twenty in the Mediterranean and the Channel, or half as many as the French. To restore the original proportion we should have to bring the twenty forward that were laid up in ordinary. But where are the crews? There is the naval reserve formed by Sir James Graham, but that is not strong enough to man one-third of the ships in ordinary; while, as they have not been kept together in crews, they would require to be three months at sea to shake down properly and be efficient. Nor is this all. During the period of peace referred to both nations would have been building and launching ships. France could commission hers at once, so far as crews were concerned, out of the reserves she had drilled and formed in her fleet on a peace footing. In England, to enter a man, recourse must be had to the costly, dilatory, and cumbersome system of bounties. Without being liable to the charge of being an alarmist, one may look forward—if the present state of things is allowed to continue under a disarmament—to witness at the outbreak of a war between England and France, should so dire a calamity ever occur, the English fleet being outnumbered by that of France, and in what we have hitherto been accustomed to consider as English waters.

THE VINE IN AUSTRALIA.—The vineyards of South Australia are now rising rapidly into importance. The quantity of land occupied as vineyards in 1858 was 1626 acres. The aggregate quantity of wine made in New South Wales during the year ending March 31, 1858, was 108,174 gallons. In South Australia the quantity made in 1858 was 140,970 gallons, which quantity will be greatly increased when the large number of vines planted during the last two years have a little more age.



## THE FRANKLIN MONUMENT.

When the fate of Sir John Franklin, and of those who accompanied him in the Arctic expedition, could no longer be considered doubtful, the Government of Lord Derby resolved on perpetuating their names and fate by a marble monument, which R. Westmacott, Esq., R.A., was commissioned to execute.

After much delay and difficulty, this sculptor obtained for the site of his work a shallow recess just under the western dome of the Painted Hall at Greenwich; this recess was about 18 feet high by 9 in width, and 9 inches in depth, and determined the size of the monument. At first the limited sum of £700 had been voted for the memorial, and the original notion was to have something much smaller than the sculptor contemplated doing. Mr. Westmacott, however, sacrificed pecuniary considerations, went beyond the extent of his commission, and only after a length of time had elapsed succeeded in getting an extension of the first-named sum.

The monument may be described as a bas relief, of which a few portions, such as the heads, &c., are in alto relief. On a tablet surmounted by wreaths of oak and olive are inscribed the names of all the officers who served in the unfortunate expedition. The figures on each side are about life size; the one on the left, an officer with globe, compasses, chart, books, &c., indicates the Hope, the Spirit of Science and of Enterprise. On the right a seaman in Arctic dress, bent and desponding in attitude, signifies the Result. A ship sailing away, and icebergs with a broken spar jammed in between the crevices, complete the subject, while above all shines the North Star.

The inscription on the tablet is as follows:—

To the Memory of Rear-Admiral Sir John Franklin, K.C.B., and of the undermentioned Officers of her Majesty's Discovery Ships Erebus and Terror.

## EREBUS.

Capt. James Fitzjames.  
Commander Graham Gore.  
Hon. J. D. Le Vesconte, Lieutenant.  
James Walter Fairholme, Lieutenant.  
Robert Orme Sarjent, Lieutenant.  
Charles F. Des Voeux, Lieutenant.  
Edward Couch, Lieutenant.  
Chas. H. Osmer, Paymaster.  
Stephen S. Stanley, Surgeon.  
Harry D. S. Goodsir, Acting Assistant Surgeon.  
James Reid, Ice-master.  
Thomas Jerry, Boatswain.  
John Weeker, Carpenter.

## TERROR.

Capt. Francis Rawden Morice Crozier.  
Commander Edward Little.  
George Henry Hodgson, Lieutenant.  
John Irvine, Lieutenant.  
Fredrick John Hornby, Lieutenant.  
Robert Thomas, Lieutenant.  
John Stuart Peddie, Surgeon.  
Alexr. M'Donald, Assistant Surgeon.  
Thomas Blanky, Ice-master.  
Gillies Alexr. M'Bean, Second Master.  
Edwin James Howard Helpman, Clerk in Charge.  
John Lane, Boatswain.  
Thomas Honey, Carpenter.

Also in Memory of the several Officers, Seamen, and Royal Marines who sailed from England in the ships above named, and who, with their respective Officers, lost their lives in the service of their country while employed on a Voyage to the Arctic Seas in Search of a North-West Passage

A.D. 1845-1854.

## THE HARBOUR OF LA CHROMA.

In the neighbourhood of the town of Ragusa, with its numerous islets, are situated the island and fort of La Chroma, seen on the right of our Picture. They are scarcely the distance of a gunshot from the anchorage of the men-of-war of the Austrian guard station. This spot, one of the most beautiful of the many beautiful points on the Adriatic coast, was, on the 9th of May last, during the late war, the scene of a terrible catastrophe. On that day a war-brig, named

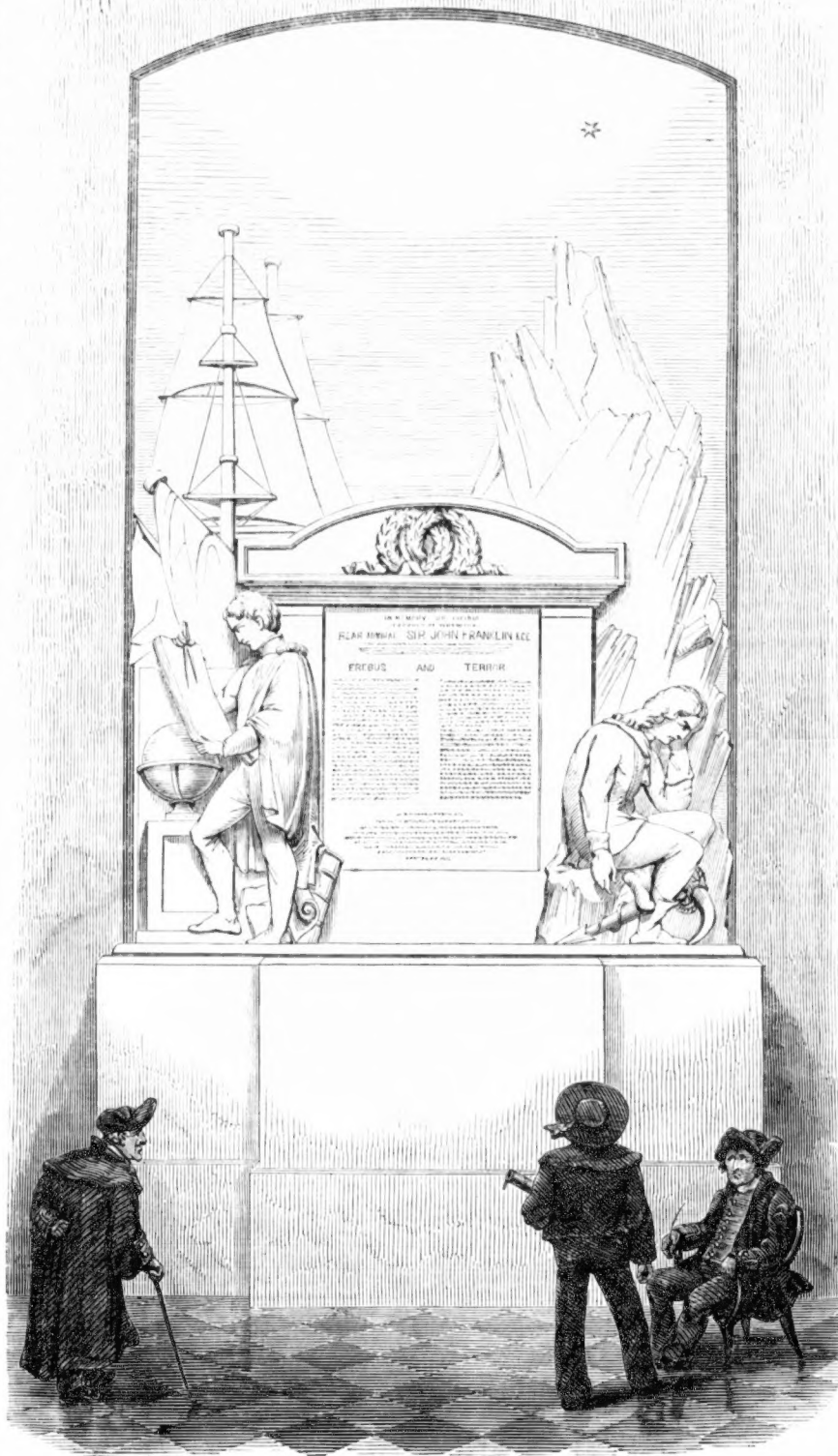
the Triton, which had anchored in the roadstead, blew up. Fortunately for the commander, he had gone on shore a short time before the accident occurred; but of those he left on board eighty were returned as dead, wounded, and missing.

What, however, will most interest our readers in reference to La Chroma is the fact of it having been the spot at which Richard Cœur de Lion landed on his return from the Crusades.

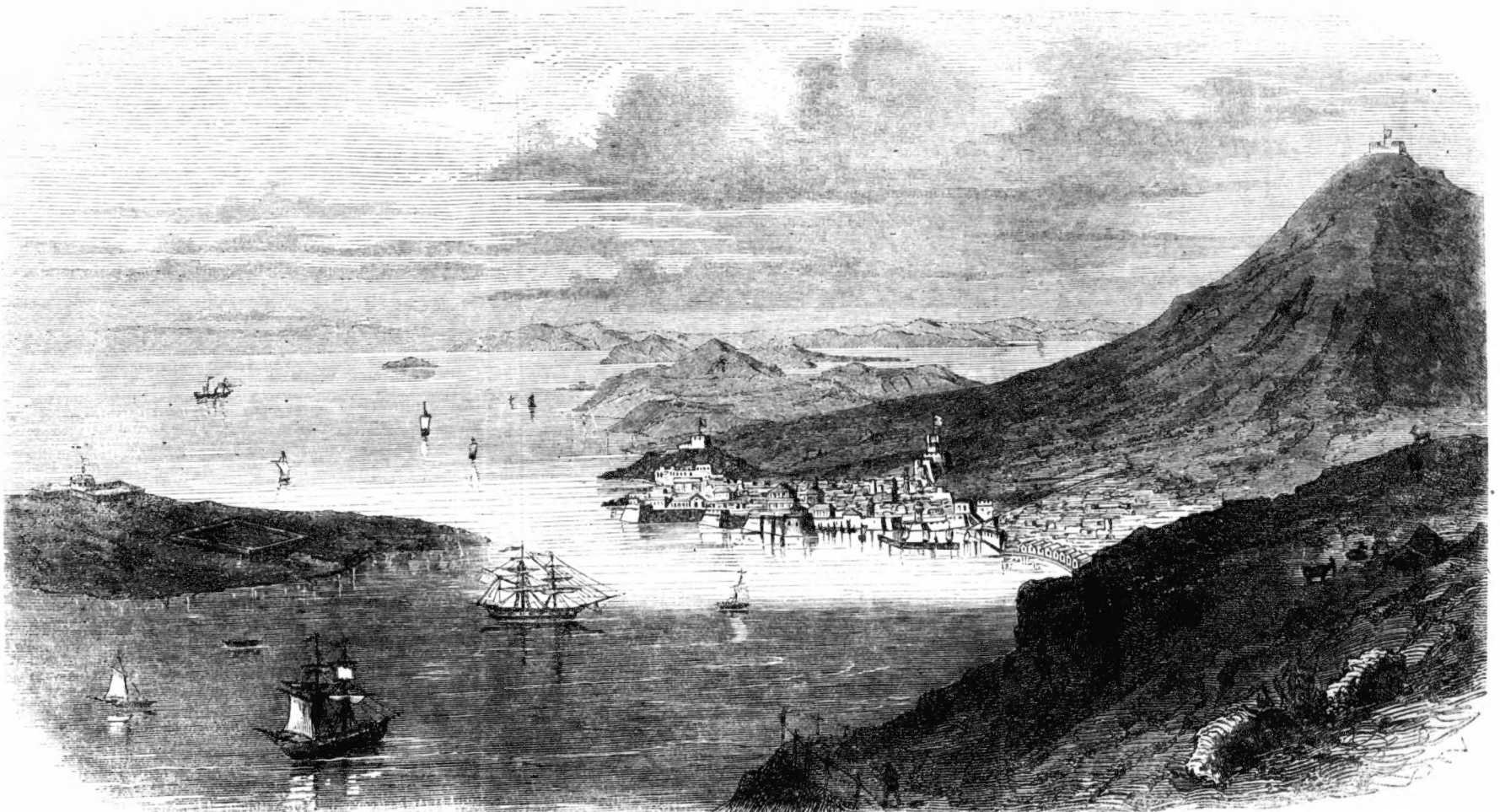
## SIR H. SEYMOUR ON DIPLOMACY.

One of our most distinguished diplomatists, Sir Hamilton Seymour, favoured the audience of the Mechanics' Institution at Whitby, on Wednesday, with hints on diplomacy.

"There was no great craft or mystery in it," he said, "but it required an apprenticeship. Any man of good abilities and close application would succeed, while a person who hoped to lead a life of pleasure would neither manage his own affairs nor those of his country well. The following were the great points which a diplomatic agent was to observe or avoid:—1. The moment he arrived at his post he could not bestow too much care and labour to gain the confidence of the people among whom he was placed; that was the keystone to the whole. 2. He must bear in mind the country which he represents, and be careful not only to represent the commercial and political interests, but also the character, the manners, and the morals, of his native land. The foreign Minister had no right whatever to do in Rome as they did here—to follow his own pleasure, the manner of employing his leisure, and to generally conduct himself forgetful of his national character and country's interest. Also, he must keep clear of all local interests and politics, and in no way meddle in what does not and cannot concern his public character. These were some of the elements of the diplomatist." He then referred to alliances. "It had been maintained that we had no right to hold alliances with nations who were without the free institutions which we enjoyed. In France such free institutions were matters of tradition, and yet it was of paramount importance there should be amity, friendship, and cordiality between that country and England. Any English Minister who wilfully perilled that alliance deserved impeachment. One word with respect to neutrality. Though he had not a Quaker's coat on, he would not yield to any man living in his love for peace; he would make almost any sacrifice to secure and perpetuate it. And the way to effect this was to be well prepared for war; and to be thrusting forward our neutrality on all occasions and under all circumstances would only result in subjecting us to constant affronts, and probably provoking war. Few gentlemen were more interested in the game laws than he, yet he had rather sell his estate than put a poor man in gaol for gathering a stick or knocking down a hare; but yet it would never occur to him to stick up the notice, 'No mantraps and spring-guns here; trespassing and poaching may be practised with impunity.' It had often been said that there was a ghost in every house. The ghost in the diplomatic house was secrecy, but he had never seen it. A distinguished member of the House of Commons had recently asked him confidentially to impart the principle of mystery in his science, and he had some difficulty in assuring him there was really none. The affairs of nations were conducted like those of individuals. When a man wants to sell his estate or his pig, he does not conduct in detail the sale at the market cross, but meets his friend in the inn parlour and settles the conditions over a glass of brandy-and-water if he has any dust in his throat. The secrets of diplomacy are just this; and to deprive our diplomatist in such transactions of so much secrecy would be to compromise our national interests, to refuse the amount of protection which every man out a fool takes care to secure for his own."



MONUMENT TO SIR JOHN FRANKLIN IN THE PAINTED HALL OF GREENWICH HOSPITAL.—(R. WESTMACOTT, R.A., SCULPTOR.)



LA CHROMA, IN THE ADRIATIC.



## THE FRENCH EMPEROR AND ITALY.

An important article appeared in the *Moniteur* of the 9th instant. It treats of the Italian question, and may throw some light on the interviews at St. Sauveur and the difficulties that have prevailed at Zurich:—

"When facts speak for themselves it seems at first sight that there is little to be gained by explaining them. Nevertheless, when passion or intrigue distorts the simplest things it becomes necessary to set their character in a true light, in order that every one may form an intelligent judgment of the course of events.

"In the month of July last, when the Franco-Sardinian and Austrian armies were face to face between the Adige and the Mincio, the chances were nearly equal on both sides, for if the Franco-Sardinian army had on its side the moral influence of acquired success, the Austrian army was numerically stronger, and rested not only on formidable fortresses, but also on all Germany, which was ready at the first signal to make common cause with her. Had this equality been realized, the Emperor Napoleon would have been obliged to withdraw his troops from the Mincio and transfer them to the Rhine, and then the Italian cause, for which the war was undertaken, would have been, if not lost, at least placed in great danger. In these grave circumstances the Emperor thought it would be for the good, first of France and then of Italy, to conclude peace, provided its conditions could be conformed to the programme he had adopted, and useful to the cause he desired to serve.

"The first thing to ascertain was if Austria would cede by treaty the territory which had been conquered; the second, if she would frankly abandon the supremacy she had acquired in the peninsula; if she would acknowledge the principle of an Italian nationality by admitting a federative system; finally, if she would consent to endow Venetia with institutions which would make it a truly Italian province.

"As to the first point, the Emperor of Austria ceded the conquered territory without contest; as to the second, he promised the most ample concessions to Venetia, admitting for the example of its future organisation the position of Luxemburg towards the Germanic Confederation, but he made these concessions strictly conditional upon the return of the Archdukes to their States.

"Thus the question was laid down very clearly at Villafranca; either the Emperor must ask nothing for Venetia, and content himself with the advantages acquired by arms, or, in order to obtain important concessions and the acknowledgment of the principle of nationality, he must give his consent to the return of the Archdukes. It was good sense, then, which traced the line he was to follow; for it was not a question of bringing back the Archdukes by the aid of foreign troops, but, on the contrary, to restore them with real guarantees by the free will of the people, who would be made to understand how completely their return would be for the good of the great Italian country.

"The foregoing is, in a few words, the real explanation of the negotiation of Villafranca; and to every impartial mind it is evident that the Emperor Napoleon obtained by the treaty of peace as much as, and perhaps more than, he had acquired by arms. We must even distinctly acknowledge that it was not without a feeling of profound sympathy that the Emperor Napoleon saw with what frankness and resolution the Emperor Francis Joseph renounced, for the sake of European peace, and in the desire of re-establishing good relations with France, not only one of his fairest provinces, but even the policy—dangerous, perhaps, it may have been, but in any case not devoid of glory—which had secured to Austria the dominion of Italy.

"In fact, if the treaty were sincerely carried out, Austria was no longer for the peninsula that hostile and formidable enemy that baffled all the national aspirations—from Parma to Rome, and from Florence to Naples; but, on the contrary, she became a friendly Power, since she freely consented to be no longer a German Power on this side of the Alps, and to develop Italian nationality as far as the shores of the Adriatic.

"From the preceding it is easy to comprehend that, if, after the peace, the destinies of Italy had been confided to men more intent on the future welfare of their common country than on petty partial successes, the object of their efforts should have been to develop and not restrict the consequences of the treaty of Villafranca. What more simple and patriotic, in fact, than to say to Austria: 'You desire the return of the Archdukes? Well, be it so; but then fulfil loyally your promises concerning Venetia; let her receive a life proper for herself; let her have an Italian administration and army; in one word, let the Emperor of Austria be on this side of the Alps nothing more than the Grand Duke of Venetia, just as the King of the Netherlands is for Germany merely the Grand Duke of Luxemburg.'

"It is even possible that, as the result of frank and friendly negotiations, one might have induced the Emperor of Austria to adopt combinations more in harmony with the wishes manifested by the Duchies of Modena and Parma.

"The Emperor Napoleon, after what had passed, was justified in relying on the good sense and the patriotism of Italy, and in believing that it would understand the motives of his policy, which may be briefly stated as follows:—Instead of risking a European war, and consequently the independence of his country; instead of expending three hundred millions (of francs) more, and shedding the blood of fifty thousand of his soldiers, the Emperor Napoleon accepted a peace which sanctions, for the first time for ages, the nationality of the peninsula. Piedmont, which represents more particularly the Italian cause, finds her power considerably augmented; and, if the confederation be established, she will play the principal part therein; but one only condition is annexed to all these advantages—it is the return of the old Sovereign houses to their States.' This language, we still believe, will be understood by the sound-minded portion of the nation; for otherwise what will happen? The French Government has already declared the Archdukes will not be restored to their States by a foreign force, but a part of the conditions of the peace of Villafranca not having been executed, the Emperor of Austria will find himself released from all the engagements made in favour of Venetia. Harassed by hostile demonstrations on the right bank of the Po, he will maintain a war footing on the left bank; and, instead of a policy of conciliation and peace, we shall see a policy of distrust and of hatred revive, which will entail new troubles and new misfortunes.

"Great hopes seem to be entertained of a European congress, and we heartily desire it; but we much doubt if a congress will offer better conditions for Italy. A congress will only demand what is just; and would it be just to demand of a great Power important concessions without offering in return suitable compensations? The only issue would be war; but let not Italy be mistaken. There is but one Power in Europe which makes war for an idea; that is France, and France has accomplished her task."

This important article is naturally the subject of (favourable) comment in the Paris press. Several of the papers, however, publish the document without any observation, the *Constitutionnel*, the *Union*, the *Univers*, and the *Patrie* being of that number.

**NEW IMPROVEMENTS IN ARTILLERY.**—Mr. Wary, the inventor of the new breech-loading percussion cannon, which during some recent trials at Chatham discharged twenty shots per minute, has succeeded in attaching a wrought-iron breech to a cast-iron gun—the first successful attempt of the kind. The gun experimented upon consisted of the ordinary cast-iron barrel, weighing about 40lb., which, having been rifled, Mr. Wary attached his breech-loading invention to it—this gun being also fired by percussion. The breech is provided with a lever fixed at the end, which by one movement lubricates the chamber, primes the nipple, and closes the breech. By an exceedingly simple contrivance the breech can be almost instantaneously detached from the other portion of the gun, so that, in the case of a sudden surprise by an enemy, these guns can be rendered entirely unserviceable. It was ascertained that, with a small charge of gunpowder, the shot could be thrown 4000 yards, or upwards of two miles, while, by slightly increasing the charge, a range of 5000 yards was obtained, the gun throwing a shower of balls at the rate of ten per minute—a rapidity of firing which the inventor is able to maintain as long as the ammunition lasts, the current of air admitted each time the breech is opened preventing the gun becoming heated and expanding.

## GERMAN FEDERAL REFORM.

An address has been presented to the Prussian Government by the principal inhabitants of Stettin concerning the question of the German Confederation. Count Schwerin, to whom his Royal Highness the Prince Regent, on the proposition of the States Ministry, had referred the address for a reply, answered:—

"That his Royal Highness the Prince Regent was rejoiced by the feelings of fidelity and confidence expressed towards him by his subjects in the address, and likewise by their expression of devotion to Prussia and the German fatherland. He then stated the views the Prussian Government considers its duty to take in reference to the reforms of the German Confederation. The late events and experiences had created a conviction in Germany, in spite of all the different views, that the independence and power of Germany, as regards her exterior relations, and the development in the interior of their material and intellectual powers, render a strong and energetic union, and the reform of the Federal Constitution, to obtain this end, necessary.

"The Government of Prussia acknowledges the justice of this public opinion; but it will not allow itself to be led away by the manifestations which that national feeling causes, nor will its own conviction of that which might at first appear to it as best cause it to deviate from the way which is pointed out by its consideration and conscientious esteem of the rights of others, and by its regard for that which is at present possible and attainable.

"The same respect for right and law which characterises the state of affairs of Prussia in the interior must also rule her relations with Germany and her German confederates.

"Germany will render to herself greater service at the present time by endeavouring to further the common interests of Germany in such a way that practical results will ensue by the increase of the armed forces of Germany, and by strengthening the certain footing on which rights are now established throughout the whole federal country, than by premature proposals for changes in the Federal Constitution. The Prussian Government, being determined to devote its energies for the furtherance of these objects, considers itself entitled to claim confidence that she will, when called upon, find ways in which the interests of Germany and Prussia will be compatible with the commands of duty and of conscience."

## MEMORIAL FOUND AMONG YEH'S PAPERS.

SEVERAL memorials addressed by the late Commissioner Yeh to the Emperor appear in a recently-published blue-book on Lord Elgin's missions to China and Japan. We quote one of them:—

"THE CHIEF ELGIN AND THE CHIEF GROS.—The English barbarians, troubled at home, and pressed with daily-increasing urgency by other nations from without, will hardly attempt anything further; they are reported to have had several consultations upon the opening of trade, and earnestly desire the suggestion of some means to that end; that, in consequence of the English Chief not returning to Canton, a respectful memorial (of which particulars he forwards by courier, at the rate of 600 li a day, and looking upward he solicits the sacred glance thereof.

On the 6th of the 9th moon (23rd October, 1857) your servant had the honour to forward to your Majesty various particulars of his administration of barbarian affairs during the 7th and 8th moons (August, September) as it is recorded.

Since the engagement of the 10th of the 5th moon (1st June), a period of more than six months, the English barbarians have made no disturbance up the Canton River. It should be known, however, that in the defeat sustained by Elgin at Manga-ga-la, in the 7th moon, he was pursued by the Manga-ga-la (Bengal) barbarian force to the seashore. A number of French men-of-war, which happened to be passing, fired several guns in succession, and the force of the Bengal barbarians falling back, the Chief Elgin made his escape. The Chief Elgin was very grateful to the French force for saving his life, and, on the arrival of the French Minister Lo-solun, who, in the beginning of the 9th moon, had also reached Kwang-tung, he, the Chief Elgin, feted the Chief Gros at Hong-Kong (literally, merrily feasted), and prayed him (to drink) wine, and consulted him upon the present position of affairs in China. The Chief Gros said, 'I was not an eye-witness of the commencement of last year's affairs, but the story current among the people of different nations who were by at the time has made me familiar with the whole question. You see, when the forts were taken the Chinese Government made no retaliation; when the houses of the people were burned it still declined to fight. Now, the uniform suppression, three years ago, of the Kwang-tung insurrection, in which some hundreds of thousands were engaged, shows the military power of China to be by no means insignificant. Will she take notice of her injuries? (No). She is certain to have some deep policy which will enable her so to anticipate us, that before we can take up any ground she will have left us without the means of finding fault with her, while she, on the other hand, will oblige the foreigners to admit themselves completely in the wrong. On the last occasion that your nation opened fire, it was but for some days, and people came forward (as mediators); but this time you did your utmost for three months (you fired) 4000 rounds and more from great guns, as well as 3000 rockets. The high authorities of Canton, it is plain, have along made their minds up (or have seen their way); they understand the character of all classes, high and low, in our foreign States. This is the reason why they have been so firm and unwavering. When I was leaving home the instructions my own Sovereign gave me with affectionate earnestness (were these): There is a quarrel with the English in Kwang-tung. When you go thither confine yourself to observance and the treaty and pacific communications. You are not to avail yourself of the opportunity to commit acts of aggression or spoliation. Do not make China hate the French as a band of hostile wretches who violate their engagements. The circumstances, too, are so different (from those of the last war of the English with China), that it is essential you should judge for yourself what course to pursue. There is no analogy, I apprehend, between the present case and the opium question of some ten years since, in which they had some wrong to allege.

It appears that in the country of the five Indies appropriated by the English barbarians, they have established four tribal divisions, three along the coast and one in the interior. One of the coast divisions is Man-ga-la (Bengal), the country in the extreme east; one is Ma-ta-la-sa (Madras), south-west of Bengal; and one is Mang-mai (Bombay), on the western limits of India. That in the interior is A-ka-la (Agra), lying midway between the east and the west. About the end of last summer, it is stated, twelve marts (or ports) in Bengal, which had revolted, were lost. Since the 8th moon the marts in Bombay have been all retaken (i.e., from the English) by Indian chiefs; and since Elgin's return, after his defeat, the leaders of the English barbarians have sustained a succession of serious defeats.

The Indian chiefs drove a mine from bank to bank of a river, and, by the introduction of infernal machines (lit. water, thunder), blew up seven large vessels of war, killing above 1000 men. On shore they enticed (the English) far into the country, and murdered about 7000 of them, killing a distinguished soldier named Futa-wei-ka-lut, and many more.

Elgin passes day after day at Hong-Kong, stamping his foot and sighing, and his anxiety is increased by the non-arrival of despatches from his Government.

## OPPOSITION TO MORMONISM IN UTAH.

THE New York papers declare that an organised opposition to the saints is being maintained within their own territory. A correspondent of the *New York Times*, writing from the Salt Lake City on the 6th ult., gives the following intelligence respecting this movement and the causes of it:—

On the 1st inst. was held the territorial election of Utah—a feature in the politics of this territory heretofore merely nominal, considered only a formality, but which this year has assumed an importance little anticipated by the followers of the prophet. Contrary to custom, and in opposition to the Church, a rival party, imbued with the partisanship of American politics, dared rise up and contest the supremacy of Church over State. Where 'the Lion of the Lord' has been accustomed to proclaim his *ipse dixit*, election of his favourites, and the supremacy of his wishes secure the privileges and voted their choice. Although few their concerted action has doubtless secured them the majority of votes, if not an election of their candidates. The returns are not yet in, but sufficient is known to alarm the saints, and make the negligent repent their disinterestedness.

The United States' Court is active in its session. The juries have been empanelled. The grand jury consists, chiefly of Mormons of high standing in the Church, such as counsellors, apostles, bishops, &c. The traverse jury and a majority of Gentiles—so it but remains with the Churchmen to present, on 'trying,' or high-handed cases, a tardiness and lack of testimony is apparent. Never was so much crime committed in a community where so little evidence could be gathered. Parties who should know all about such things when put under oath are the most ignorant. Murders and robberies are rife in our midst—scarce a day but brings some new crime to light.

The mountains and valleys, yea, even cities, are infested with freebooters and desperadoes. On the main streets, in public-houses, at private parties, are men shot, stabbed and beaten, as well as robbed, and no evidence can be elicited against the guilty. Whilst inditing this letter we were startled by three reports of pistols and the cry of 'Murder!' and on repairing to the spot we found M'Neil (who has a suit against Brigham Young) again shot by a unknown persons—this time it is feared fatally, and at the door of a public-house. Municipal officers, instead of seeking the criminal, loitered about the room of the wounded man, until the company cried shame, and thus compelled them to leave the house.

## IRELAND.

**CLEARANCE ON LORD DERBY'S ESTATES.**—The towards for the apprehension of the murderer of Crowe, a tenant of Lord Derby, at Doon, Ireland, having failed in inducing the peasantry to give information, his Lordship has instructed his agent to have Doon cleared of all tenants, with the exception of the immediate friends of the murdered man.

**EVICTIORS IN MAYO.**—It is stated that forty-eight families have been evicted from the property of the Rev. W. Palmer, near Belmullet, Mayo. Their houses were pulled down amidst their frenzied screams. The evicted have had to take shelter in ditches, and in the old ruins of a neighbouring churchyard, until they have erected shanties.

**THE POTATO CROP IN IRELAND.**—As an uneasy feeling is still abroad with respect to the potato crop of this year, it will be learnt with satisfaction that fears of an extensive failure are quite unfounded. Two accounts, one from the north the other from the south, are well calculated to dissipate apprehension.

**ELEVEN PERSONS DROWNED.**—A boat containing eleven persons was swamped the other day in returning from the Glandore Regatta; not a soul escaped. It is conjectured that in the darkness of the night the boat must have struck on a sunken rock, many of which abound there.

## SCOTLAND.

**MORE RIOTING AT WICK.**—A serious riot occurred in Wick on Saturday week. The attack was made by the townsmen on the Highlanders in revenge, they said, for the outrages committed by them in the beginning of the week. Many young men have been seriously wounded. The police have arrested some of the offenders.

**ANNUITY-TAX RIOTS IN EDINBURGH.**—Edinburgh has been the scene of a series of arrests for arrears of annuity tax. The clergy of the Established Church sent the sheriff's officer to seize three persons. Two went to gaol rather than pay the tax, but one of them was released on his wife paying the amount. The third, a Mr. Hunter, said he would offer no resistance, but would not willingly move a step. He was seized by the head and feet, carried out of his shop, and flung into a cab. Here he lay on his back, his feet projecting into the street. The sheriff's men vainly endeavoured to raise him, and they placed handcuffs at least on the wrists of the unresisting man. They pulled at his arms, jugged at his head, doubled up his legs, but in vain. A mob having collected on hearing the cause of the arrest, they fell upon the officers, one of whom drew a knife in defence. At length the officers sheered off, and Mr. Hunter re-entered his shop, the handcuffs hanging from one wrist. The mob pursued the constables until they ran. On Saturday evening a meeting, called by anonymous advertisement, and attended by about 1000 persons, was held on the Calton-hill. The crowd generally seemed more disposed for amusement than for business, and the proceedings were rather spontaneous than preconcerted, but it was resolved that a larger meeting should be held on the hill this Saturday evening, and it was stated that a public meeting of the citizens is to be held on Wednesday evening, to express their views on the subject of the tax. The affair concluded by the multitude running to the side of the hill opposite the Calton goal, where Mr. Brown is confined, and giving three cheers for the captive.

## THE PROVINCES.

**FIRE IN A COAL-PIT.**—A serious fire, proving fatal to four unfortunate men, took place on Thursday week at the Mosbro' Moor Colliery, Derbyshire. Smoke was observed issuing from the upcast shaft. Now, this shaft, through which the hands are drawn up, could not be used as means of exit, as it was full of smoke and probably on fire. The downcast or pumping shaft had therefore to be resorted to. A gin and pulley were brought into requisition, and several men volunteered to descend into the pit to search for those who were imprisoned below. It was about six o'clock (the smoke having been first observed at three) before the first man was brought to the surface. The work then proceeded, but with considerable difficulty: about fourteen persons were drawn up. Next day two dead bodies were drawn up, and two boys still remained in the pit, who also must have perished.

**BANQUET AT DOVER TO THE THIRTY-SECOND REGIMENT.**—A banquet was given by the inhabitants of Dover, on Monday, to the 300 gallant officers and men of the 32nd Regiment who arrived at Portsmouth from India recently. The banquet was given in the gun-shed at the rear of the Western Heights Barracks—a building 150 feet long by rather more than 50 feet wide. This space was filled with an enthusiastic assemblage, and outside some thousands of persons were assembled. All the officers of the regiment were present, including Colonel Carmichael and the following, who witnessed the siege of Lucknow:—Lieutenant-Colonel Lowe, C.B., Brevet Major Bassano, Brevet Major Lawrence, Brevet Major Foster, Captain Harner, Dr. Boyd, and Quartermaster Stribling. Mr. C. Lamb, the chairman, read an address congratulating this remnant of the regiment on its safe arrival in England, and dwelling upon the signal services which the regiment has rendered the country. Colonel Carmichael replied. The proceedings were brought to a close with garrison games on a neighbouring plateau, witnessed by several thousand spectators.

**STABBING.**—On Friday week, at Wakefield, William Senior and Abel Jessop were charged with cutting and wounding Matthew Hodgson, at Netherthorn (West Riding), on the 8th of September. The prisoners and Hodgson had been in a public-house drinking together, when a quarrel arose, and a struggle took place, during which Hodgson was stabbed with a knife in the abdomen, chest, and shoulder. He at present lies in a precarious state. The prisoners were remanded.

**SINKING OF THE BIRMINGHAM CANAL AT TIPTON.**—The ground under a portion of the Birmingham Canal at Tividale, near the new tunnel, has suddenly sunk eight or ten feet, the water pouring out into the adjoining fields. Fears were entertained that the water would enter the mines. The accident was attributed to workings in the limestone underneath. Some two acres of ground sank.

**SWINDLING EXTRAORDINARY.**—An extraordinary charge has been brought against the former steward to Lord Stamford at Enville, and another person. The two defendants had been appointed assessors and collectors of income tax for the parish of Enville, and it is alleged that, from 1851 to 1853, they had charged the noble Earl upwards of £1500 over and above the assessment due. This fraud is said to be the result of a deliberate conspiracy, and discovered by the new steward.

**CURIOUS BARGAIN.**—A lady-like person, who gave the name of Miss Phillips, introduced herself to Miss Siddons, the nurse at the Wolverhampton workhouse, last week, and expressed a wish to adopt an infant. Miss Siddons said she had a sister-in-law who could put her in the way of procuring the required article, and, accordingly, a bargain was soon struck. It was necessary to proceed to Birmingham, the mother being engaged to nurse her own child. She, of course, indulged in brilliant dreams respecting the future of her boy; but, alas! on reaching Birmingham, she found herself the victim of a ruse, 'Miss Phillips' and the child having disappeared.

**RELIGIOUS REVIVALS IN WALES.**—The *North Wales Chronicle* says:—'There is much excitement respecting the religious revival movement in this part of the Principality, more particularly in the mountainous districts of Waelawr, Llanrug, Llanberis, and Llanddemonion, as also in the Nantlle, Clogwyn, &c. On Thursday last there was a prayer meeting on the mountain, behind the quarries of the late Mr. T. A. Smith. There could not have been less than 4000. The very marked change for the better, as far as drunkenness and rioting are concerned, the police returns most satisfactorily prove.' The Rev. Thomas Rees, of Beaufort (an Independent minister) thus describes the religious awakening that has taken place in South Wales:—'The churches at Aberdare have been blessed with a most powerful revival this year. From 1000 to 1200 members have been added to the church of our denomination in the parish of Aberdare alone within the last six months. The churches throughout the whole manufacturing district, from Swansea to Pontypool, are to some extent blessed by it. Our association here in June was literally a Pentecost. I never saw or felt such things in my life as I saw and felt on the 29th and 30th of June last. It was a heavenly sight to see 10,000 persons bathed in tears under the preaching of the gospel of Christ. Since that blessed meeting above sixty have been added to our church, and a large number to the other churches in this and neighbouring districts. The blessed work is still progressing.'

**SUICIDE WITH A RED-HOT POKER.**—Woodgate, a working blacksmith in Exeter, repeatedly run a red-hot poker into his abdomen, from which injuries he has since died. When asked why he did it he said, 'For the want of the grace of God.' The evidence at the inquest went to prove that the deceased was not drunk at the time, but in a silent, stupid state.

**MR. DISRAELI** has consented to preside at the annual meeting of the Lancashire and Cheshire Mechanics' Institutions, at Manchester, in October, to distribute the prizes awarded at this year's examinations.



## MR. BRIGHT ON PARLIAMENTARY REFORM.

THE election of Mr. Leatham, brother-in-law of Mr. John Bright, for Huddersfield, was celebrated on Thursday week at that place. The Rochdale tent was set up, and about 3000 persons assembled to eat and drink in honour of Mr. Leatham. After the repast Mr. Leatham spoke in answer to a complimentary resolution. Mr. Bright moved a resolution in favour of Parliamentary Reform, and proceeded to make a long speech on the subject. He said there is no real representation. The policy of Parliament has little reference to the wishes of the people. Beneficial measures are forced on an unwilling House. "All that we have done of late years is to vote with listless apathy millions of money for which you have toiled." Then he "glanced" at the question of church rates, with rubs at Whig statesmen for not abolishing them, and followed it up by calling for a better distribution of the enormous funds of the Church. Land transfer, the spending of £12,000,000 a year "by the Horse Guards" (*sic*), flogging in the Army, naval expenditure, the aristocracy, formed topics in succession. The *Times* has called upon Mr. Cobden, and "even me," to aid in decreasing naval expenditure.

"You who have been in the gallery of the House of Commons know well that I have opposite to me there a phalanx, when they are all there, of some 300 members—that is, of the Tory party—and I am not about to exclude all on our side from what I am going to say about them; but I will undertake to say, and what is more, to prove, that if you will take those 300 men, and add up everything which they pay directly and indirectly in taxes to the State, and put it on one side of the ledger, and on the other side put everything which they and their immediate families receive from the State in appointments and salaries in one branch of the public service or another, then it will appear they receive three times, I believe five times—I think I should not err if I said ten times—as much as they pay. Why, then, am I to be asked to go to this stolid phalanx of tax-receivers and tax-expenders, and to beg and implore them to be more moderate in the use of the public money?" Mr. Bright described the bulk of the revenue as raised from articles of consumption and not from property. "Well, this is not to be wondered at. . . . You have a Government which consists of about 400 great, some of them rich, all of them titled, families, and they are assisted and buttressed up by all the untitled territorial possessors throughout the United Kingdom. They rule you, and they tax you, and they spend your taxes freely. Now, I have not the slightest animosity against these people. I like them to be in their own place; but their own place is not, to my thinking, governing without my consent, nor governing you without your consent. Let them have, then, fair play in the country. . . . I do not find among this class any pre-eminence either in art or in literature, in industry or in commerce, in the science of legislation or in the practice of administration. I never met with a lord, or a man of title, or a man of family, or a man of 'blood,' or a man boasting of his ancestry, but I could match him any day among those whom I know to have no such pretensions; but, notwithstanding this, that class has ruled us for 170 years; and the time, in my opinion, not of their final extinction, but the time when they will be reduced to a participation with the whole of the people of the country in the government of the country, I hope is rapidly drawing nigh. What has been the general result—and with this I shall conclude my speech—of the legislation and the administration of your governing class for 170 years? When they took hold of your government your National Debt was a mere nothing—not more than £500,000 or £600,000. They have raised it to the sum of nearly £800,000,000—a sum exceeding in amount, I believe, all the other National Debts of all the other kingdoms of the globe. Your taxation is greater—much greater—than that of any other nation of equal number in the world. . . . You are not in the enjoyment of the results of your industry to anything like the extent you would be if you had had for 170 years a Government that could fairly claim to be just and economical in the expenditure of the resources of the country. Well, now, what do I ask? Injustice to anybody? No, not the least. I have never shown myself, as it is termed, the mere demagogue, who panders to the cry of an ignorant, prejudiced multitude, against his own light, and knowledge, and conscience. I have been as free to withstand what I felt were the errors of the people, as I am now ready to withstand and to condemn the errors and the injustice of the Government."

The resolution was carried. Among the other speakers were Mr. Crossley and Mr. Baines. It was also resolved that "it will be the duty of all shades of sincere and earnest Reformers to unite in assisting to carry the best bill which it may appear practicable to obtain in the ensuing Session of Parliament."

Mr. Bright also discoursed of India. He said—"Now there is one other question, and one on which you have probably been rarely addressed, but which of all appears full of importance for the people of England, it is the question of the government of an enormous country, with a countless population, conquered by the arms of England. I speak of what is called the British Empire in the East Indies. In that country we have gone through a century of crime of every form known to governors and known to armies. And after that century of crime we have had a gigantic and most perilous revolt, from which at one moment it was doubtful whether the power of England in India would recover. You would suppose, when there had been a revolt like this—when millions of your conquered subjects had protested against your authority, you would have supposed that Parliament would have established some inquiry into the cause of this great evil; or, if they already knew the cause, that they would have taken some measures for the purpose of removing them, and of giving to the people of India a more satisfactory Government for the future. But what have they done? Just nothing at all. They have merely acted as a man does when he takes something out of one pocket and puts it into another, or when he did any trick of sleight which you might fancy was real, but which, after all, was only a bit of conjuring. They have abolished the East India Company in name as the governors of India, and they have constituted the Queen of England the monarch of two hundred millions of people that she has never seen, in Asia. But the real Government of India still rests in a council composed almost exclusively of the very same men that composed the council or directory of the late East India Company. Instead of being presided over by one of its own members, it is presided over by a Secretary of State. Last year Lord Stanley presided over that Council, and at this moment Sir C. Wood, even in this country, presides over it; and with this single difference, I cannot discover in the men, in the measures, in the policy, in the intentions, any single change whatever in the Government of that great empire; and so, I presume, it will go on, until some fresh revolt, until some other catastrophe. Parliament will slumber on, and when another great earthquake comes, if it be an earthquake great enough to shake them wide awake, you may then have an improvement in the Government of India; but till then, or until the people of England are fairly represented, and take this question up, I fear there is small chance of justice to the unfortunate populations of those kingdoms."

THE LOSS OF THE HERON.—A court-martial was held at Portsmouth on Monday to try Lieutenant Blair for the loss of her Majesty's brig Heron, which went down off the west coast of Africa. The commander and first lieutenant, it will be remembered, both perished, and Lieutenant Blair was the oldest surviving officer. The Court was unanimously of opinion that the first lieutenant was to blame for the loss of the ship, but that Lieutenant Blair should be admonished for not having at once communicated to the captain a knowledge of the mistake which his superior officer had made.

SERIOUS RAILWAY ACCIDENT.—A serious railway accident happened to the train which left King's-cross at 9.15 on the night of Thursday week, by coming in collision with an up train from the Midland Counties near Hitchin station. Both trains going at full speed, the concussion was so great as to cause some of the foremost carriages to mount actually on the top of each other. "When we got out of the train," says one of the passengers, "an indescribable scene presented itself to our view. The second-class carriages from Edinburgh and the north were in one mass of confusion, burying the passengers in the debris in such a singular manner that it seems a perfect miracle they were not all smashed to pieces. Several met with severe contusions, and two or three very serious cases of accident. By the assistance of two gentlemen, first-class passengers, the most awkward and critical cases were relieved."

## THE HISTORY OF THE NATIONAL DEBT.

THE first form in which the State seems to have borrowed money was by way of anticipating the duties of future quarters, or of the following year. In 1691 a sum of £3,130,000 was borrowed in this form, and in that year the only public debt consisted of this temporary loan, upon which the interest was £232,000, or at the rate of about 7½ per cent. These loans seem to have ceased in 1753, or at least there is no separate account of them after that period. But the practice in another shape prevails to this day. In every quarter when there is a deficiency in the means to meet the charges upon the Consolidated Fund and the dividends of the public debt, there are issued to the Bank of England deficiency Exchequer Bills for the amount, which are paid off from the accruing revenue of the coming quarter, and which constitute therefore a loan in anticipation of duties. Again, there is extant now a law which enables the Treasury to raise money for any of the services of the year upon an issue of what are called "Consolidated Fund Bills," but which must be paid off from the revenue of the next following quarter. These again form a loan in anticipation of duties. The next form of debt which we find was in the shape of navy bills, which were issued in 1693 to the amount of £1,430,439. This form of debt existed until 1795, when they, together with the Ordnance debentures, appear to have been consolidated with the funded debt. In the following year, 1694, the first loan was made by the Bank of England to the Government, amounting to £1,200,000, at 8 per cent. This loan continued stationary until 1709, when it was increased to £3,375,028, and the interest reduced to 6 per cent. It remained at this amount until 1718, when it was increased to £5,375,000, partly at 6 per cent, and partly at 5 per cent. The debt to the Bank of England reached its maximum of £14,686,800 in 1816, at the rate of 3 per cent, at which it stood till the renewal of the charter in 1834, when it was reduced to £11,015,100, at which it now stands. The next form in point of date in which the nation borrowed was by the issue of the ordinary Exchequer Bills, in 1696, to the amount of £50,000. This form of unfunded debt has been more largely used than any other, and their issue seems to have reached the maximum in 1814, when the amount was £56,987,700. At the close of the last financial year they were reduced to £13,277,400, a quantity amounting to £7,000,000 having been funded a few months before. In point of date, the next form of public debt was a loan of £2,000,000 from the East India Company, at 8 per cent. In 1707 this loan was increased to £3,200,000, and the interest reduced to 5 per cent. In 1744 a further loan of £1,000,000 seems to have been made at 3 per cent, and in 1757 the whole (£4,200,000) was reduced to that rate. This loan continued at that amount till 1793, when it was paid off. These loans from the Bank of England and from the East India Company must be regarded in the light of payments from their stocks as the price of the monopolies which they enjoyed. It was not until 1706 that that portion of the debt called the National Annuities was contracted. In that year annuities at the rate of 6 per cent were contracted for to the amount of £664,263. This sum was increased in 1711 to £5,125,033, and in 1712 to £9,816,563. In the following year a small amount was issued at 4 per cent. In 1716 the 6 per cent Annuities ceased, and for many years the National Debt was in the form of 4 and 5 per cent Annuities. The first time the 3 per cent Consolidated Annuities appears is in 1722, when the whole capital of the funded debt, including the debts to the Bank of England, the East India Company, and the South Sea Company, amounted only to £49,874,736. At the same time the amount of the unfunded debt was £4,281,476. This was the growth of thirty-one years. The system of borrowing having been once fairly entered upon, it went on steadily from year to year, notwithstanding the remonstrances of enlightened men, until in 1761, at the beginning of the reign of George III., the funded debt had reached £109,908,947, when the unfunded debt was £1,336,040, making a total of £114,294,987. In the next twenty years the amount was increased by another £100,000,000, and in 1782 it stood at £214,792,586. In ten years more it increased to £239,663,421, at which it stood in 1792, before the commencement of the long struggles which terminated in 1815. During those twenty-three years the debt increased by no less a sum than £621,375,628, the total amount funded and unfunded being in that year £861,039,049, the maximum point to which it ever reached. The only period in English history during which the public debt did not increase, but, on the contrary, underwent a diminution, since 1691, when the art of State borrowing was first inaugurated, has been the time that has elapsed from 1815 to the present time. Under the influence of the sinking fund established in 1821 the debt diminished, until, in 1834, it reached the minimum at which it had stood since the close of the French war. It was then £773,234,401, being a reduction from 1815 of £87,804,648, or at the rate of upwards of four millions a year. In 1835 an increase took place in order to raise the slave indemnity fund. In 1841 it again rose to £792,209,685. A gradual reduction then took place until 1853, when it stood at £769,082,519. Then came the Russian war, in consequence of which the amount rose, in 1856, to £808,108,722. Since then it has been reduced to the sum of £805,078,554, at which the funded and unfunded debt together stood on the 31st day of March, 1858. It has been thus that in 168 years the public debt of England has grown from a sum of £3,130,000, and an annual charge of £232,000, to a sum of £805,078,554, involving an annual charge of £28,204,299, to be borne by the capital and industry of the country.—*Economist*.

HOW CHARLES THE TWELFTH WAS KILLED.—A letter from Stockholm says:—"By permission of the King, and on demand of M. Fryxell, the historian, the tomb of Charles XII., in the Church of Riddarholm, has been opened in order to ascertain exactly in what manner the Swedish hero died. The King, Prince Oscar, the Ministers, Professor Fryxell, three physicians, and some other persons were present. The medical men examined the body, and the result at which they arrived was that the King must have been struck by the fragment of a projectile in the left temple, and that it came out at the right one. As at the moment he was killed the King had his left side turned away from the fortress of Frederiksteen, there is some reason to suppose that he was fired at by one of his own men and assassinated."

AUSTRALIA IN TIME OF WAR.—The *Times* correspondent at Melbourne writes:—"During the Russian war very little anxiety was felt for the safety of this colony. Russia had no naval force at a distance, and was not in a condition to detach any ships for distant conquest or plunder. But, should England have France for her enemy, our position will be one of extreme peril, and the sinews of war, upon which England depends, may be crippled through us. On an average we have always about £2,500,000 or £3,000,000 of gold aloft, and our homeward-bound ships will be even more attractive objects of attack than the Spanish galleons were of old. England is as especially interested in the protection of these rich argosies at the two points of danger—namely, on leaving the Australian coast and on approaching the coast of Europe. In the wide ocean the danger is comparatively trifling. For protection at sea the colony is not in a condition to provide—that seems to be the proper function of the Imperial Navy. As for our own shores, we ought mainly to depend on ourselves, with such aid as England can afford. The other danger to which we are open is from the visits of the enemy's cruisers. At present it would not be difficult for a few ships of strong armament to enter Port Phillip, and send a polite message on shore with a demand for all the loose cash which the banks happened to have about them, and the penalty of being shelled would compel compliance. . . . If Hobson's Bay were well defended a hostile force would run into the lion's jaws. As for the landing of any considerable force for permanent operations on shore, that is not very likely, and an expedition to capture the colony is less likely than attempts to levy large contributions from our banks and merchants and to pick up our gold-ships."

A FRENCH VIEW OF OUR INDIAN EMPIRE.—The following paragraph has appeared in a French paper:—"We are assured that M. de Sercey, who was sent by the French Government on a secret mission to India, has drawn, in a report addressed to M. Walewski, a very gloomy picture of the situation of that country." The object the French Government can have in seeking information, by means of a special and secret agent, concerning our Indian possessions, is not very clear, and must remain matter of conjecture. To many persons it will doubtless appear rather extraordinary that a French agent should have been sent upon such a mission. M. de Sercey was formerly a Lieutenant-Colonel in the French army, but peculiar and very unpleasant circumstances removed him from its ranks. He had, however, the advantage of having been, in former years, a particular friend of Count Walewski, to whom he was indebted for his recent employment on this rather equivocal service.

## MEETING OF THE BRITISH ASSOCIATION.

The meeting of the British Association for 1859 commenced on Wednesday evening in the new Music-hall, Aberdeen. There was a very large attendance, and great interest attached to the meeting in consequence of his Royal Highness the Prince Consort being the President elect.

Professor Owen, on retiring from the chair, congratulated the members on the prosperous condition of the association, and that it was presided over by his Royal Highness.

The Prince Consort, after taking the chair, delivered a very able address, which occupied forty minutes in delivery, and was loudly applauded throughout.

Sir Benjamin Brodie moved, and the Lord Provost of Aberdeen seconded, a vote of thanks to his Royal Highness, which was enthusiastically passed by the large audience.

## HOW WE ARE TO READ RUSSIAN NEWSPAPERS.

The *Journal de St. Petersburg* publishes the following article:—

Since a greater latitude has been granted in Russia to the expression of opinion the Russian press has taken its place in Europe as a new element in the domain of general publicity. The Russian journals are read, quoted, and commented upon abroad; men seek in them for a manifestation of a public opinion which hitherto had few occasions of producing itself. There is, however, a certain hesitation visible in the organs of the foreign press as regards the real signification of that voice which they had not been accustomed to hear. They do not know exactly how to appreciate what weight ought to be attached to it. Thus a journal published at Brussels is looked upon as an organ of the Russian Government, for the sole reason that it was founded by private Russian capital. Again, the daily papers or periodicals published in Russia are supposed to be more or less inspired by the Imperial Government, upon the sole ground that they are subjected to a preliminary censorship. Such an appreciation is neither exact nor just. We shall endeavour, once for all, to rectify it.

It is evident that, by granting a broader field to the Russian press, the Government means to withdraw its own responsibility, except the obligations which emanate from the social and international principles respected by all civilised States. The preliminary censorship to which the newspapers are subjected has no other object. The mission of the censors consists in seeing that nothing shall appear in print contrary to religion, morality, and social order, or contrary to the considerations due to Sovereigns and Governments. Moreover, any honest opinion may be published in Russia, and the Russian press authorised to discuss internal matters in a fair measure enjoys the same privilege as regards foreign political questions.

We therefore think it our duty to give a formal denial to any assertion tending to misrepresent the position of the press towards the Government. We are authorised to declare in the most categorical manner that the Russian journals, or those supposed to be such, do not represent anything else but their own opinions; that the Government is not in the position either to approve or disapprove them, still far less to accept the responsibility under any form whatsoever.

Examples of the liberal ideas on literary matters which now prevail in Russia are often quoted, and the following is another instance:—The works of Mickiewicz, which were so severely prohibited in Russia that the very reading of them entailed the punishment of exile, have just been reprinted at Warsaw, where the surveillance in such matters was even more strict than at St. Petersburg.

## THE LEEDS MURDER.

The further examination of witnesses in this case was resumed on Saturday last at the Leeds Townhall, when the prisoner made a voluntary statement:—"He commenced by saying that he was not the person who did the deed. While in a field he saw an old man pass. He immediately afterwards heard the old man scream, and then looked and saw him sitting down against the stoop in the foot-road. 'I ran in that direction. There was another man standing with a stick over his shoulder, and then I ran. This other man overtook me in Foundry-lane. When we had got a little past there he showed me a watch. I asked him where he had got it; and he said he had pushed you old man down, hit him with a stick on the side of the head, and 'maddled' him. I said, 'Where's the stick?' and he said, 'I've thrown it away.' I then said, 'Have you hurt him?' and he replied 'No.' I told him that I had seen a drop of blood running down his cheek when I set off running. I said to him, 'Thou murderer; if I had known I would not have come up the fields with thee.' He said, 'Thou has no occasion to be frightened as long as it is I that has done it.' I said, 'Well, I know thee, and I can tell thee again.' He then said, 'The next time thou sees me thou wilt see me in a further country.' 'Well,' I said, 'wherever I see thee I can own thee.' I have nothing more to say." The prisoner, in answer to the charge of robbery, denied that he had robbed Broughton of his watch, and said that he did not know the other man had robbed deceased until he did it. The prisoner signed his statement, and he was then committed for trial, charged with the murder and the robbery.

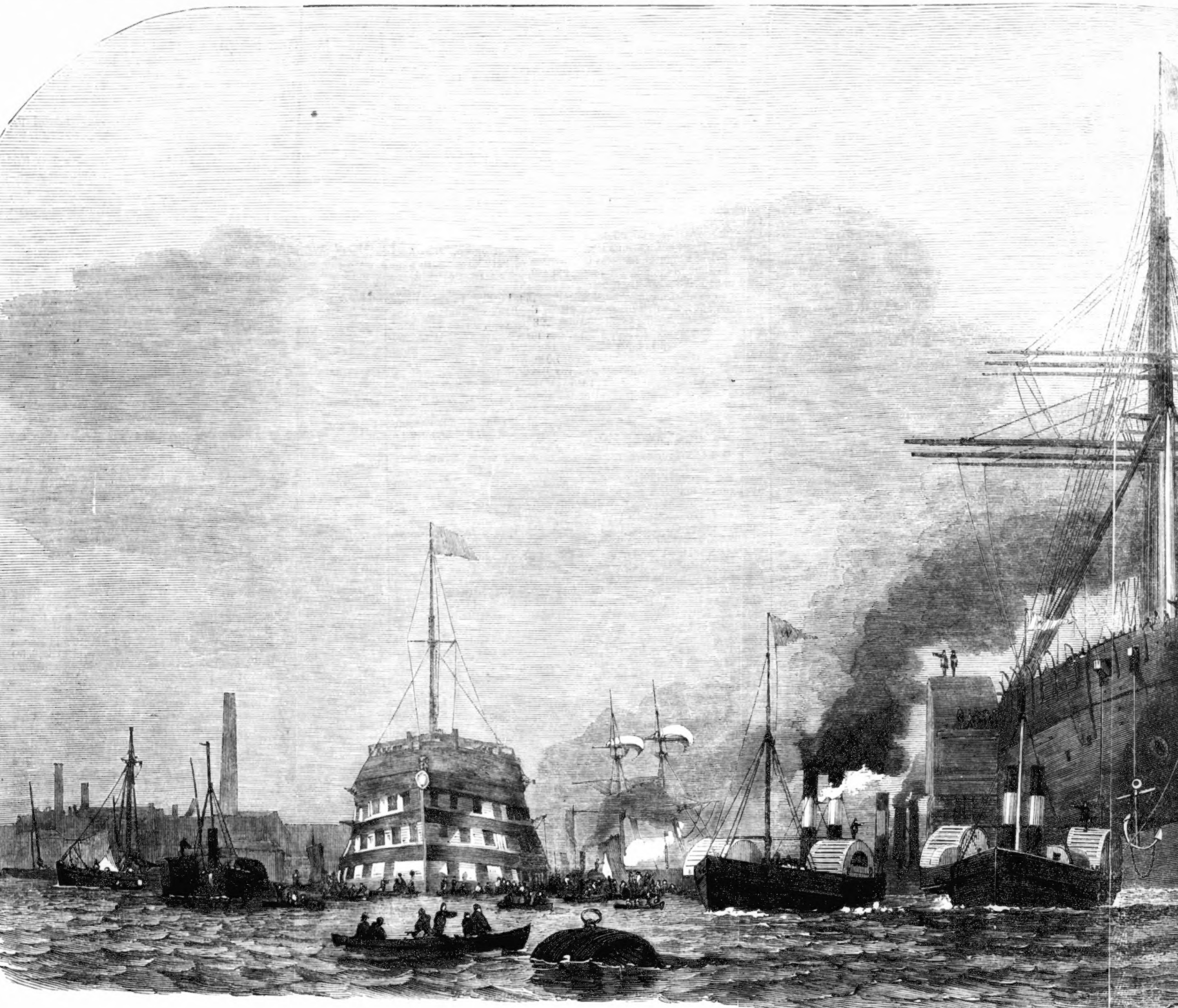
FATAL ACCIDENT ON THE GREAT WESTERN RAILWAY.—While the goods train from London for Bristol was standing at the Slough station about half-past two o'clock on Wednesday, a special train from Oxford, consisting of several empty carriages, ran into the goods train, turning over both engines, smashing a second-class carriage to pieces, and committing such a wreck as to entirely interrupt the traffic. But the most melancholy part of the accident is the death of the guard of the goods train. The engine-driver of the special train states that the rails were so greasy that he found it impossible so pull up in time to avoid the collision, but it has been said that he ran past the signals without observing that they were set against him.

THE BALLOT IN AMERICA.—Mr. Clarke, an American, has addressed a letter to the Hon. F. H. Berkeley, the President of the Ballot Society, denying that voting is always taken in the United States by "open ballot." Each State fixes for itself the status of its voters and the manner of voting; and very few States have laws similar to Massachusetts to regulate the ballot:—"In the State of Ohio, where I reside, the ballot is not open, as in Massachusetts. The voter appears at the poll with his ballot written or printed (usually printed), and hands it folded to one of the trustees (or judges) of the election, who announces the voter's name, which is registered by the clerk, and the trustee to whom the ballot was given immediately deposits the same in the ballot-box; no one but the voter himself knowing for whom the ballot was given. The uses of different-coloured ballots, and of committees 'dogging' the voter to intimidate him or influence his vote referred to by Mr. Dana as practised in Massachusetts, is seldom resorted to except in our large cities, in seasons of high political excitement, and then even it has had but little influence on the voter. I do not presume to write you this to argue the advantages of the secret ballot, nor to relate the perfection of the system in operation when it has been adopted, but to you, as its champion in this country, I wish to correct a false impression which seems to prevail, that the secret ballot has been tried and abandoned as a failure in America. Not so; it has, on the contrary, been found to work admirably, and I do not know of a single State, save Massachusetts (which always had her eccentricities) where the system has been tried and not permanently adopted."

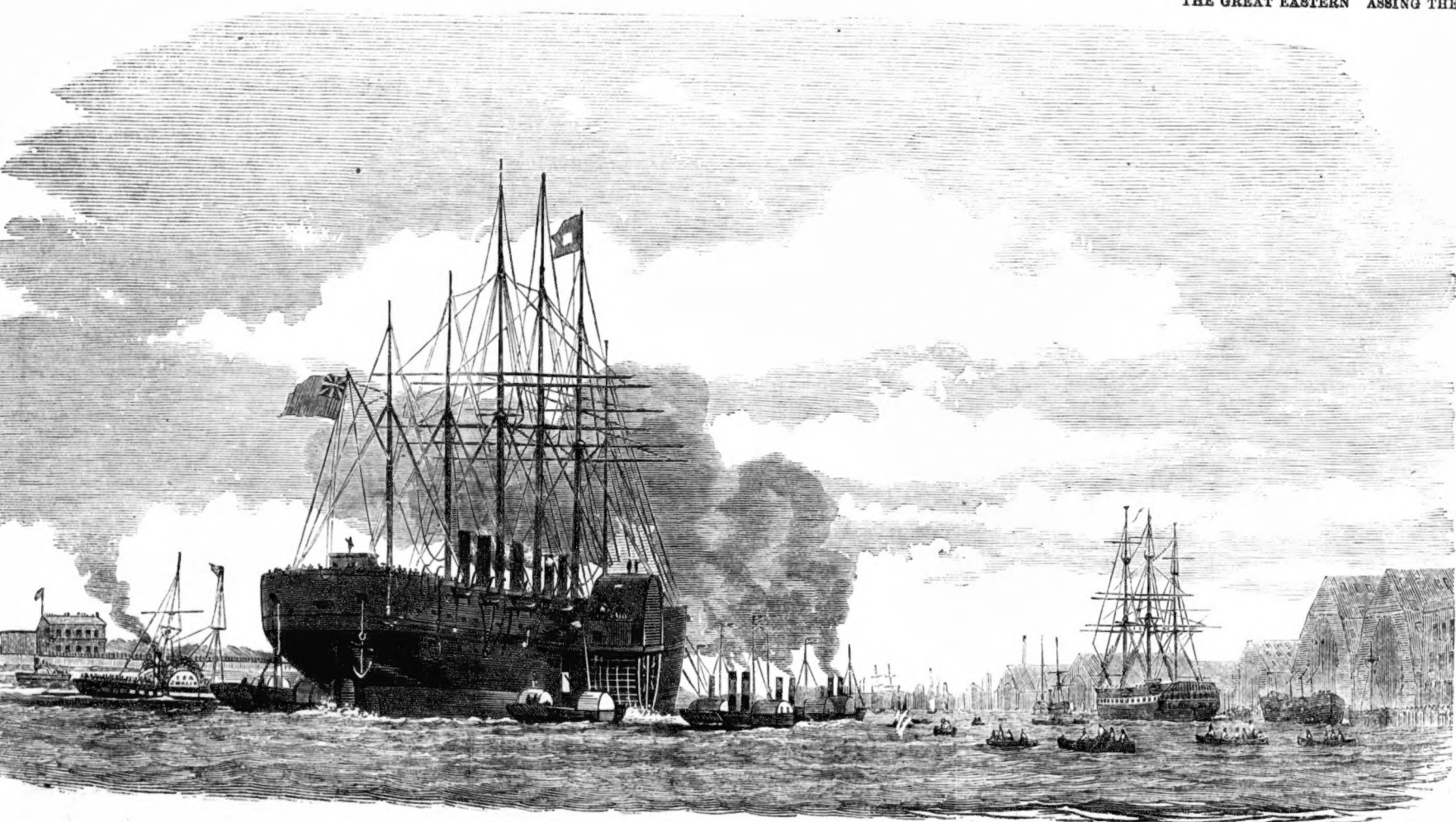
THE CHOLERA AT HAMBURG.—The following account of the fearful ravages which the cholera has been recently making at Hamburg we take from the Hamburg correspondence of the *Allgemeine Zeitung*:—"The cholera, which is now dying out, has swept away very considerable numbers in this city. According to official statements, the first symptoms of the disease showed themselves on the 3rd of June. At first the number of cases was small, but the contagion rapidly spread, and it daily increased. At the end of July it reached its height. On one day, the 24th of July, no fewer than ninety-four persons were seized with the epidemic, in addition to those who were already ill. From that day, however, the disease gradually gave way—at first slowly, but afterwards with greater rapidity. By the 25th of August the number of cases had reached that of 1616, of which 900 had taken place in the month of July alone. At the time of its greatest virulence the disease was fatal to two-thirds of those taken ill, at a latter time to only one-half. The accounts we received from the small towns of Mecklenburg with reference to the ravages which the cholera has made there, are most distressing. Some places have been absolutely decimated, and whoever wished to escape the epidemic sought safety in flight. The little town Goldberg, whose inhabitants did not altogether amount to more than 2500, has been very nearly emptied in this way. At the end of August, thirty persons died daily in this place alone, and lay dead, with no one to bury them. A dearth of provisions even came on, for the country people round dreaded to enter the devoted town."

THE FLOGGING AT WOOLWICH.—Mr. Parratt, Deputy Inspector-General of Hospitals, Woolwich, writes to the *Times* as follows:—"With reference to the letter of your correspondent at Woolwich, in the *Times*, headed 'Military Flogging,' I beg to state that, yesterday morning, I examined the man whose case is therein described, and found the remains of a small boil, the size of a shilling, over the upper part of the bladebone, where the mark of the lash appeared not to have reached, and two or three small pimples, the size of small peas, where the punishment was inflicted, the laceration from which was so superficial as evidently not to have penetrated deeper than the skin, and, consequently, had nearly healed." \*\*\* (The man was flogged on Sept. 1, and was examined on the 9th.)



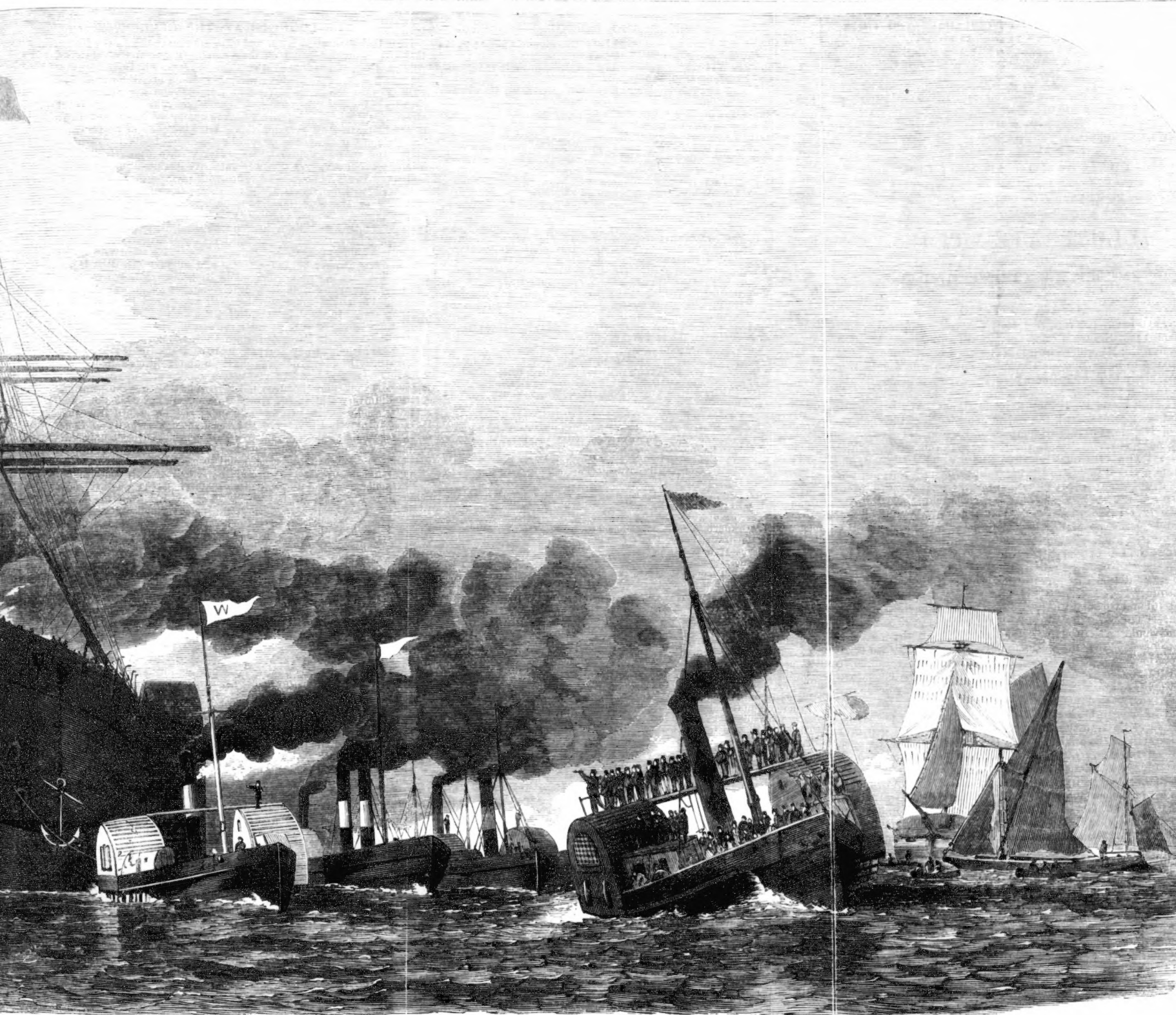


THE GREAT EASTERN PASSING THE DREA

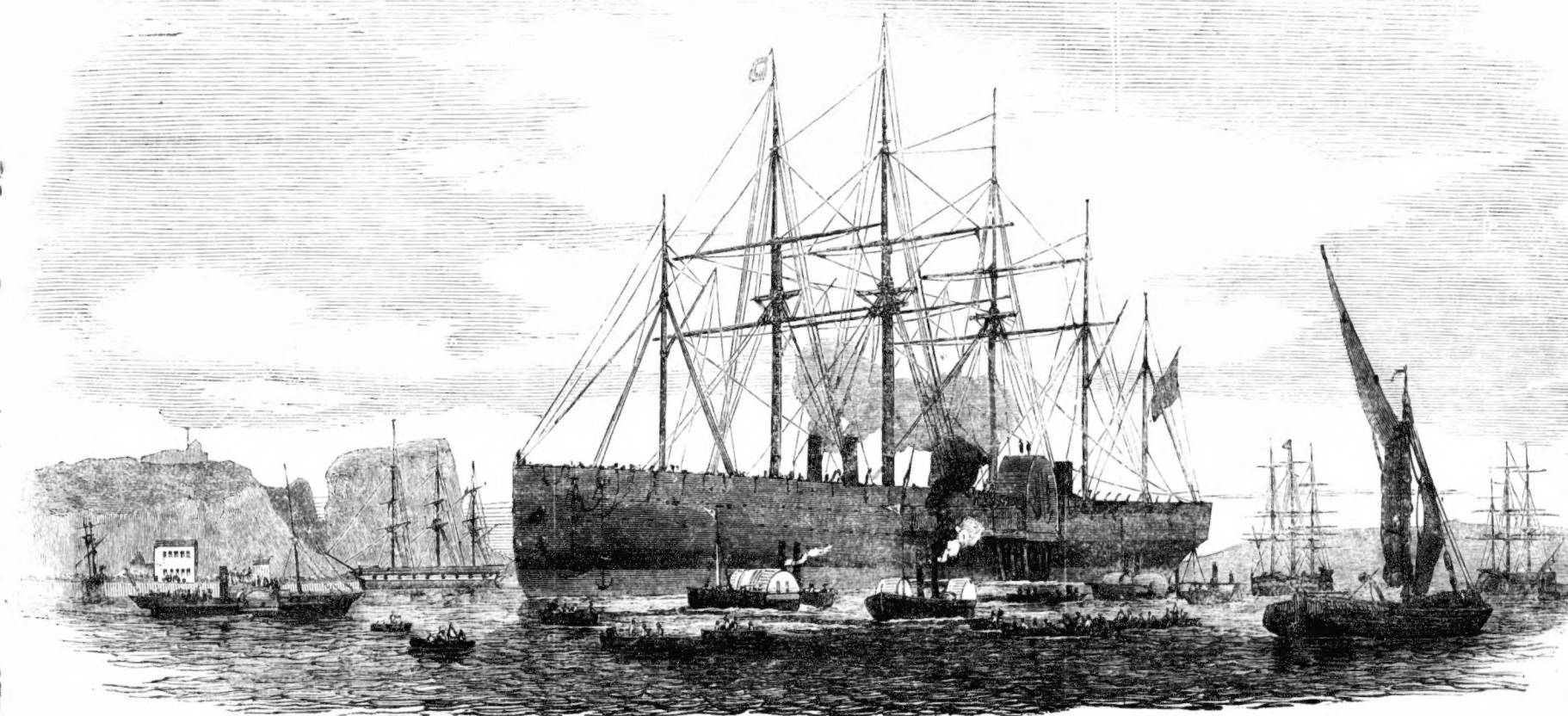


THE GREAT EASTERN OFF WOOLWICH DOCKYARD.





BOUGHT HOSPITAL-SHIP.—(SEE SUPPLEMENT



THE GREAT EASTERN ANCHORED AT PURFLEET.



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## ILLUSTRATED TIMES.

SATURDAY, SEPTEMBER 17, 1859.

## ITALIAN AFFAIRS.

CENTRAL ITALY has now definitely declared itself, and nobody can doubt that the wish of the people is for union, and that of that union the King of Sardinia is the natural and proper head. It remains to be seen what the great Powers will say to this, and especially that Emperor whose intervention made the present situation possible.

There can be no doubt that active intrigues have been going on, and are going on still, the object of which is to place on the head of Napoleon Jerome the crown of Etruria. There would seem a natural temptation to the Emperor in this scheme which would rid him of a weak relative whom nobody respects, and give him a vassal in one of the central portions of Europe; and yet we doubt whether it is his true interest—a consideration that weighs more with him, of course, than any other. Suppose that he does make Plon-Plon—who has no character of any kind, no brains, no distinction, nothing admirable or lovable about him—a king, what are the consequences? First, the loss of credit, the loss of glory, involved in imposing on the Italians against their wishes a King Log out of his own timber-yard, which no adulation can gloss over with anything of the "chevaleresque;" but, secondly, if the vassal should prove an ungrateful and turbulent one, and begin intriguing on his own account? This is a probable result. And in a year or two the Italians would be as discontented as ever, and all the more difficult to manage that the accidents of politics, having rid them this year of one set of nuisances, they will always henceforth be more confident in themselves. It is not worth the Emperor's while to risk so much annoyance; whereas, by merely accepting the clearly-expressed popular will, he has it in his power to gain the most desirable reputation of being "a man of his word." To be sure, no result of the present complication can ever bring him out of the affair with all the laurels his friends once prophesied for him. Let Central Italy arrange itself ever so comfortably now, Venetia remains Austrian, and Austria's fortresses threaten the free Italians permanently. But who ever attains all he aimed at? he may say. Given a Central Italy, such as its population desire it to be, and every town in it ought to contain his Imperial Majesty's statue. The difference made by his decision in this matter in the English opinion of him alone would be well worth the sacrifice of Plon-Plon's ambition, we assure him.

As to the correspondence of some Italians with Lord Shaftesbury on this subject, the tone of his respectable Lordship's share of it may be taken as a fair indication of English public opinion. We said, all along, during the war, that while distrusting Napoleon's motives, and deprecating his intervention, the British people steadily hoped that the Italians would come well out of the struggle. It was no business of ours to win them their freedom; but if any Power, in the pursuit of its own objects, should indirectly help them to do so, we wished nothing better. Perhaps we are not very sanguine of the ultimate results even now. But that is a matter of private opinion. The Italians ought to have the fullest enjoyment of political windfalls as well as their neighbours; and a Power that wants to see fair play will do what it can to secure it for them.

We cannot too often repeat that Great Britain ought not to enter a Congress except with the hope of carrying out these views. Her own peculiar mixed political system makes her a fair adviser. She detests absolutism, but she does not believe in Mazzini. She has a kindness, however, of a decided kind for that form of "liberalism" now triumphant in Florence, Modena, Parma, Bologna—a liberalism where the aristocracy, wealth, and literature of a people are in harmony with its general feeling, and give direction and dignity to sentiments which unrestrained, would madden instead of elevating the mob. She wishes such a combination well, for it is one that has been exhibited in her own history; and between the triumphs of such and the triumphs of military despotism there is no alternative for Europe.

The great virtue now required by the Italians is patience. It will be some time before they know their fate, but that fate will depend on their steadiness, consistency, and good humour. Napoleon cannot force Plon-Plon down their throats, nor can he allow Austria to make them swallow the Dukes by the same process. Meanwhile, they ought to be prepared to fight if fighting should, after all, prove to be necessary, as on the Papal side of Central Italy is probable enough. We talk in this country of our "bloodless" 1688; but it was the hard fighting of the Civil War that made a peaceable revolution practicable. Many people think the Italians of Central Italy wanting in the moral stamina for a solid, stubborn, struggle of any kind involving dangers and sacrifices. We sincerely hope that, in case of necessity, the notion will be proved false.

DEATH IN CHLSEA WORKHOUSE.—The death of Mary Atkins was alleged to have resulted from the neglect of the officers of Chelsea Workhouse, and an inquest was held. It appeared from the testimony of witnesses that the deceased was admitted under a certificate of insanity on the 1st of August, and on the 3rd was removed to the sick ward. On the 26th of August she was again discharged into the body of the house, where she remained until her death, which occurred ten days afterwards. The charge made by the inmates signing the requisition was that the deceased was sent from the sick ward in a dying state. The onus of the charge fell upon Allsopp, the wardman. On the night preceding her death the woman in the ward, finding Mary Atkins much worse, begged Allsopp to order a light. Allsopp replied she had none. No light or medical aid was obtained, and at day-break the poor creature was found dead in her bed. In reply to these allegations Mr. Dickinson, the surgeon, said he had discharged the deceased from the sick ward in order to free her from depressing influences, and that he was not aware of the fact that she had been admitted under a certificate of insanity. Mr. Sutton, the master, proved the bad character of the principal witnesses against him. The Coroner summed up, and the jury returned a verdict of "Death from natural causes."

## SAYINGS AND DOINGS.

THE QUEEN has given a donation of 100 guineas towards paying off the debt of the Royal Botanic Institution of Glasgow.

THE PRINCE OF WALES, after a sojourn of nearly two months in Edinburgh, left that city for Balmoral on Saturday.

THE ST. LEGER was run on Wednesday; Gamster being the winning horse.

THE PERSONALITY of the late Mr. Cosmo Orme, of the firm of Longman and Co., has been sworn under £200,000.

THE TOBACCO-PIFE out of which Johann Sobieski smoked during the siege of Vienna, and which was carried off by the French about fifty years ago, has been sent back to Vienna, and re-instituted to its former place and honour.

A COLLIER on strike has been sentenced to three months' imprisonment at Wrexham for threatening some men who were working.

M. KOSUTH, who has been passing some days in Paris, has arrived in England.

THE GERMAN SMOKERS are, it appears, in delight in consequence of a report that Professor Liebig has discovered a mode of imparting to ordinary tobacco the perfume and flavour of the finest Havannah. It is said that the most experienced connoisseurs have been put to the test, and have smoked the prepared tobacco in the belief that it was the finest Cuban.

MR. FORTUNE, in a letter to the *Washington Constitution*, says his success in cultivating the tea-plant in America far exceeds his most sanguine expectations. He says, too, that the tea plantations in Upper India are succeeding admirably.

THE LIVERPOOL BANQUET IN HONOUR OF LORD DERRY is to take place in the Philharmonic Hall on the 29th of October.

BARNUM (says an American journal) lately offered Mr. Punshon, an English Wesleyan preacher, £2000 a year to lecture in America, under the showman's direction. Mr. Punshon's reply is said to have been the following passage from Scripture:—"O full of all subtlety and all mischief, thou child of the devil, thou enemy of righteousness, wilt thou not cease to pervert the right ways of the Lord?"

A HUNDRED THOUSAND SHEEP were penned at Wilton great sheep fair on Monday. During the early part of the day business was brisk, and a pretty general clearance was effected before the close of the fair at an advance in price of 2s. per head on late fairs.

IN CONSEQUENCE OF THE GREAT SCARCITY OF BRANDY, for wine purposes in Portugal, a considerable quantity of British brandy has been shipped to that country.

THE RIGHT HON. WILLIAM COWPER is the solitary member of the Administration in town, and is now daily at work in his office.

MR. DASENT, OF THE "TIMES" EDITORIAL STAFF, has undertaken to publish the "Orkneyinga Saga." He is at present in Orkney, collecting materials for illustrative notes.

MR. AUGUSTUS HARRIS has put forth a preliminary advertisement concerning the Princess's, in which it is stated that the house has been entirely redecorated, and much done to secure the comfort of the audience. The theatre, as previously announced, will open on the 24th inst.

MR. BRUNEL, the engineer, is said to be suffering from a severe attack of paralysis.

A WOMAN was taken into custody at Plymouth last week for slapping a boy's face. The effect of the blow was so serious that the little fellow is scarcely expected to survive.

IN THE NURSERY GARDENS of the French Government in Algeria a trial has been made, with perfect success, of the goinagodon, or wax-tree of Cayenne, which furnishes wax possessing all the properties of that furnished by bees. The tree grows freely, costs little, and yields abundantly.

MAJOR-GENERAL SIR WILLIAM EYRE, K.C.B., late in command of the British forces in Canada, died at Bolton Hall, Warwickshire, on Thursday week. Sir William was fifty-three years of age.

THE WISH OF THE "TIMES" that Mr. Cobden should devote his energies to the cause of financial reform is likely soon to be gratified, according to the *Manchester Examiner*. It is proposed to establish branch financial reform associations throughout the country, and to set up all the agitation machinery of the Anti-Corn-law League.

THE WRECK OF THE HULL OF THE EASTERN MONARCH, which was destroyed by fire at Spithead in June last, has been raised from its position, slung between lighters, and towed round to Southampton, where she will be surveyed, with the intention of rebuilding her, if possible.

AN OYSTER-BED has been discovered off KESINGLAND, near Lowestoft. The quantity of oysters taken has at present been small, but their quality and size are very good.

LORD JAMES STUART, member for the county of Ayr, died at Dumfries House, on Tuesday week, unexpectedly. He was in his sixty-fifth year.

THE GRAND DUCHESS HELEN OF RUSSIA, the morning after her arrival at Berlin, received a visit from the Princess Frederick William.

THE FIRST STROKE OF THE GREAT BELL AT WESTMINSTER, and not the quarter chimes, indicates the hour by Greenwich mean time. The chimes at the first, second, and third quarters begin to strike at those times respectively. Those who hear the clock at long distances must remember that the sound takes four seconds and a half to travel a mile.

THE GRAND EUROPEAN CONGRESS OF POLITICAL ECONOMY met on the 15th instant at Frankfurt.

THE MOTHER OF THE LATE HENRY HEINE died on the 3rd instant at Hamburg, in the arms of her son, M. Gustave Heine, proprietor of the *Freienblatt* of Vienna. Madame Heine was carried off by cholera in the eighty-eighth year of her age.

THE TROOPS AT CHATHAM are to be provided with a drill-ground in which they can be exercised in wet and inclement weather. A large space of ground adjoining the hut barracks at Brompton has been appropriated for this purpose, and is now being inclosed and covered over.

RELIGIOUS SERVICES are now conducted on Woolwich Common during Sunday afternoons by ministers connected with the London Diocesan Society, of which the Lord Bishop of London is president. Similar services are announced to take place on Plumstead Common.

A SPECIMEN OF THE MIGRATORY LOCUST was found a few days ago on the wall of the parish churchyard, Bradford. The insect was about three inches in length, and very active. A similar visitant was taken in a cornfield near Harrogate a few days previously.

AUSTRIA being no longer at open war with "his kingdom of France," Henry V. is gone back to his residence at Frohsdorf, where he is in a position to receive his dethroned sister, the ex-Farmese Regente, just as Leopold at Claremont affords refuge to his uncrowned relatives of the Orleans branch.

MR. JEFFERY, who it was stated had invented a gun which would carry from Dover to Calais, has declared this statement to be wholly untrue.

A NEW BAPTIST COLLEGE has been inaugurated at Rawdon, Yorkshire.

A THREE-GUN BATTERY has been completed at Weymouth, and a fifty-gun battery has been commenced.

THE BODIES OF THREE NEWLY-BORN INFANTS, wrapped in a piece of coarse alpaca, have been found in a field near Helston Church, Cornwall.

GENERAL TOM THUMB has set up his yacht, named, after himself, the Charles S. Stratton.

THE CERTIFICATE OF CAPTAIN HALPIN, of the New York and Galway steamer *Argo*, wrecked near St. John's, on the 26th of June, has been suspended for nine months, on account of carelessness.

THE *Derbyshire Advertiser* states that a young man, a member of an evangelical church, advertises in a local paper for board in a pious family, where his Christian example would be considered a compensation.

TWELVE GUN-BOATS from the steam reserve at Portsmouth have been ordered to be immediately ready, with their armament. It is intended to take them outside the harbour for exercising certain manoeuvres, firing practice, &c.

THE MUSEUM OF THE LATE HUGH MILLER has been preserved to the capital of Scotland. The price is upwards of £1000, of which Government contributes £500, the remainder being made up by subscriptions.

THE POPE has just recovered from a very severe illness.

THE QUEEN and the PRINCE CONSORT have ordered preparations to be made for 200 of the most distinguished of the members of the British Association taking holiday on the Decade, at the close of the proceedings, and luncheon at the Castle of Balmoral, on Thursday, the 22nd instant.

MR. E. T. SMITH has renewed his lease of Drury Lane for eight years, and satisfied the demands of the committee by agreeing to pay an advanced general rental of £1500 and £1000 premium.

THE PYNE and HARRISON OPERA COMPANY open at Covent Garden on the 4th of October.

THE VIOLONCELLIST SELIGMANN gave a concert at Wiesbaden, a few days ago, and obtained so much success that the King of Holland, who was present, presented to him, at its conclusion, the decoration of the Oaken Crown.

THE REV. C. F. TARTER, M.A., who has since 1855 superintended the studies of his Royal Highness the Prince of Wales, now retires from the service of the Prince, and resumes his parochial duties as Rector of Ilkeshall, St. John's, Suffolk.

## THE LOUNGER AT THE CLUBS.

Now that Parliament is up, and members cannot talk in the House, they are, as usual, blowing off their surplus steam in the provinces. Among others who have been astonishing the natives by their eloquence I notice that Mr. Palk has been making a speech at Ashburton. Mr. Palk is one of the members for South Devon, and a gentleman who delights in the euphonious name of Samuel Trehawke Kekewich is the other. To these two gentlemen a dinner was lately given, and there it was that Mr. Palk gave his views of the prospects of an invasion, the state of our army and navy, the position of the Conservative party, and things in general. And very "brave words" Mr. Palk uttered; and if Mr. Palk were any authority we should judge that the Conservatives are by no means satisfied with their position, and mean, as soon as Parliament meets again, to attempt to change it. In short, according to Mr. Palk, there is to be a vote of want of confidence proposed; and, according to Mr. Palk, it is sure to be carried, and then the Conservatives "will get their own again." But, unfortunately, Mr. Palk is no authority on any political subject whatever. He is a respectable country gentleman, no doubt, and, it may be, a very useful man in South Devon; but in the House of Commons Mr. Palk is one of the last men whose opinion would be taken. Not unfrequently he speaks there, and makes long speeches too, as all who are obliged to attend the House too well know; and he is rather a ready speaker. In short, he is one of those astonishing men who can talk for any length of time on all sorts of subjects and say nothing. Mr. Palk has been in Parliament since 1854, and during his membership he has occupied many hours of the time of the House; but I will venture to say there is not a man among them who recollects a single argument that he ever adduced, or a sentiment that he ever uttered. Such is the Mr. Palk who threatens the Government with an overthrow. Mr. Palk further said in his speech that on all occasions the Conservative candidate got the show of hands; and he argued from this fact that if universal suffrage were to be granted a majority of Conservatives would be elected. But Mr. Palk does not advocate universal suffrage. Why not, O Palk! if such be the result? Perhaps he thinks that Conservatives would be elected, but Conservatism not promoted—an apparent contradiction, but a result, nevertheless, easily conceivable.

At Huddersfield there has been also a gathering. It was at Huddersfield, in 1857, that Mr. Cobden, when he retired from the West Riding, was beaten by Mr. Akroyd, the noted manufacturer, by no less a majority than 233. At the last general election, however, Cobden's friends had their revenge, for on that occasion their candidate, Mr. Leatham, beat Mr. Akroyd by 19. Mr. Akroyd petitioned, and it was confidently predicted that he would succeed; but after a severe contest, in which money was poured out on both sides, he was again the loser. And it was to celebrate this double defeat that the gathering of Mr. Leatham's friends took place at Huddersfield. Mr. Leatham, you know, is Mr. Bright's brother-in-law, and is said to be a promising man. Indeed, Mr. Cobden, in a letter excusing his attendance at the dinner, says, "I venture to predict that with practice he (Mr. Leatham) will make a first-rate speaker and debater." This is high praise coming from such a quarter, and it led me to read Mr. Leatham's speech with more attention than I am in the habit of giving to postprandial harangues, to see if I could discover therein evidences of future Parliamentary power in Mr. Leatham, and I am sorry to have to report that I could find none. There are two styles of speaking effectual in the House, and no third—the plain, unadorned, vigorous style, like that of Cobden, Bright, and Graham, and the really eloquent style, like that of Gladstone, and Disraeli in his best mood. Mr. Leatham attempted the eloquent style; and, as an after-dinner harangue, his speech was very good, and I have no doubt was effective; but I venture to say that it was not up to the mark which the House of Commons has set for that sort of speaking, and the chances are that if he ventures in the House such a speech as that which he delivered at Huddersfield it will be a failure. So much for Mr. Leatham. He may, with silent observation, thought, and study, and gradually and modestly feeling his way—all which games his friends, if they are wise, will strongly recommend him to pursue—come to be a power in the House, but I venture to think that his time is not come yet.

Mr. Bright spoke, of course, at this gathering to do honour to his kinsman. His speech was, *suo more*, strong, vigorous, manly, and telling. But there was one sentence which, I confess, surprised me. I mean that in which he asserted the impossibility of getting the House of Commons to consent to a reduction of expenditure, for I do not believe in this impossibility. On the contrary, my opinion is that there is a large number of members now fully alive to the evil of our constantly-growing expenditure; and, if they had but a capable leader, I am convinced that a successful war might be carried on against the growing evil. At present they have no leader. The only men who persistently offer opposition are Mr. Williams, the member for Lambeth, and Sir Henry Willoughby; but neither of these is competent to be leader of an Opposition. Mr. Williams is weak, imprudent, and has no influence. Sir Henry Willoughby is an astute critic in all financial matters, but he is not a good speaker, and is, moreover, timid, and, being a Conservative, is hampered by party associations. If now Mr. Bright, with Mr. Cobden to help him, would consent to lead a financial reform party, I am persuaded that he would soon have a strong party to lead. I fancy, however, that it is not much to Mr. Bright's taste persistently and patiently to watch and criticise estimates. He can on great occasions make great speeches, and in a party fight, either as an ally or an opponent, he is a great power; but the quiet collar-work of watching estimates is not at all to his mind. At all events one thing is certain—namely, that when the House is in Committee of Supply Mr. Bright is seldom or never in his place, as every member and reporter very well know. The fact is, and it is a fact which it would be worth while for constituents to ponder, there is no duty of a member of Parliament so much neglected as the duty of watching and checking the expenditure of the Government. As a rule, the state of the House when in Committee of Supply is this,—the Government forces are all present or within call. When the Army or Navy Estimates are on, all the members of the service are there to talk and talk, but, of course, never to advocate a diminution of the grant. When the Civil Service Estimates are under examination the House changes its phases. When Scotch expenditure is the topic, Scotch members attend; when Irish expenditure, Irishmen; and so on; and there is never any considerable gathering excepting when a party fight is expected, like the annual battle upon the Regium Donum, in which, though a principle is involved, the amount of money in question is trifling. No; as a rule, two-thirds of the members think when they see Committee of Supply on the paper there is a good opportunity for a holiday; and to this rule I learn, on the best authority, Mr. Bright is not an exception. Mr. Bright says that it is impossible to oppose successfully the extravagant expenditure of the Government; but let him try. I cannot believe in the impossibility. On the contrary, I believe that all that is wanted is a leader.

Singularly enough, after writing the above, I see in the *Morning Star* an announcement that Mr. Cobden and Mr. Bazley have had a conference with Mr. Robertson Gladstone on this subject, and that there is a probability that the Financial Association is to be set in motion specially to bring public opinion to bear more effectually upon this subject.

## THE THEATRICAL LOUNGER.

SADLER'S WELLS.—THE DRAMA ABROAD.—GOSSIP.

SADLER'S WELLS reopened for the season on Saturday last with a bumper house. What an extraordinary place it is! The entrance to the boxes through that long staircase and across that dreary little saloon where the melancholy old female vends the dullest of oranges, apples, and ginger-beer—the narrow, heavy dress circle, flanked with its little prim bits of looking-glass—the two deors in the proscenium, and the general squat, smashed appearance—all are most old-fashioned, quaint, and primitive. There is no better audience in London; none more quiet, intelligent, and appreciative. As they sit through the longest-winded soliloquies, and applaud to the echo the faintest shadow



of a joke, they are a pattern to their West-end brethren. The play of Saturday was "Romeo and Juliet." Mr. Phelps attempted Mercutio. He could not touch it. He has neither the physical nor mental requisites. A very good "safe" actor Mr. Phelps—certain to know his part, certain to give all the well-known conventional points with proper emphasis and discretion; nay, as his recent performance of Bottom showed, capable of giving a new and very talented reading of certain parts, but not up to Mercutio. Mr. Phelps bow-wow, and I don't think Mercutio did. Mr. Phelps is ponderous and prosaic; Mercutio was airy and volatile. Mr. Phelps's retorts are thumps with a stick; Mercutio's sarcasms were cuts with a blade. What does it matter? The audience liked Mr. Phelps immensely, and cheered him to the echo. Mr. Phelps, apparently, liked himself; and why should I growl when every one else is satisfied? Miss Heath, from the Princess's, was the Juliet, and—I can't growl now. A delicious piece of acting! With great natural advantages, admirably taught by Mrs. Kean, and showing a certain amount of original talent, this young lady is the most rising actress we have. There is in her a total absence of that meretricious stage-glamour which is so fatal a blot. She is natural, sweet, and ladylike, impassioned without exaggeration, and artistic without affectation, and was pleased to see how thoroughly the audience appreciated her worth. She will take an excellent position if she continue in her present course. Mr. Robinson is a clever, gentlemanly, young man, and did his best as Romeo; Mr. Ray is a clever actor of old men, and did his worst as Friar Lawrence. Mrs. Marston, who played the Nurse, was excellent: I don't think there is any one now on the stage who could have equalled her. The piece was well put upon the stage, with the exception of the scene representing the Friar's cell, which was simply preposterous.

The theatrical season in Paris has commenced with spirit. At the GRAND OPERA, Bellini's "Romeo and Juliet" has been produced with moderate success, while the hit made by Mlle. Vestrali in the principal character has been enormous. The debutante is described as a tall, handsome woman with a singing contralto voice. Great expectations have been formed of her, which she has thoroughly justified. The Porte St. Martin has had a great success with a new five-act play, called "The Young Days of Louis the Eleventh," by M. Jules Lacroix, a gentleman who, one-and-twenty years ago, was good enough to inform the world that it was very probable he should never again write verse; that it required patience and leisure to be a poet, and he had neither; and that French verse was metal too hard and too difficult to weld! It is needless to say that ever since he has perseveringly devoted himself to his self-denied pursuit. This new play seems to be good; and the French papers quote very inflated passages of exactly the kind to find favour in the eyes of a Parisian audience. It represents the youth of Louis XI. long before the period shown in Cassimir Delavigne's play, which is well known in England by Mr. Kean's rendering of Mr. Bourcier's translation. At the THEATRE DU PALAIS ROYAL two one-act audevilles have been produced, both with ridiculous titles—"Les Larlataines de France," and "Les Melli-Melli de la Rue Wesley"—neither of which is worth recounting, save for the fact that in the latter tavel has one of those wondrous Charles Mathews-y parts like that of "Un Monsieur qui suit les Femmes," in which he is always so great. That undying evergreen Frederic Lemaitre, perhaps the greatest melo-dramatic actor the world ever saw, is in full force at the AMBIGU, playing in "Le Vieux Caporal," and "Don Cesar de Bazan."

The setting in of the cold weather has been good for such London theatres as remain open. The STRAND has been doing such splendid business that the fair manageress has given up all thoughts of closing her doors, and has accordingly run her two seasons into one. The first novelty at the ADELPHI will be a farce by Mr. Maddison Morton for Mr. D. Fisher. Mr. Charles Mathews' engagement at the HAYMARKET finishes this (Saturday) evening, when he will play Paul Pry for the first time. We may expect an entirely new reading of the part. Miss Amy Sedgwick commences a new engagement at this house on Monday.

# A REVIEW OF THE SEASON.

Once more the season's at an end,  
Once more I'm left alone, deserted.  
The tiresome bore, the pleasant friend,  
The girls with whom we've laughed and flirted  
Have quitted town for seaside breeze,  
For country house, or foreign ramble,  
In Naples bays, or Jungfrau freeze,  
O'er Malvern roam, up Snowdon scramble.

Lord Ibis stalks the stag afar  
Through eight-mile glasses made by Dollond;  
The Robinsons have gone to Spa  
(Their drawing-room chandelier's in Holland);  
MacPherson, in his garb of plaid,  
With wonder foreigners impresses;  
And Ramegate's swells are raving mad  
For Minnie's eyes and Lucy's tresses.

No more on London's stones you'll mark  
The stalwart form of great Penderennis;  
He's changed the glories of the Park  
For wanderings in Rome or Venice.  
And Jacob Omnium's affair—  
He who for Horse Guards cares no pice—  
Prostrate on board the Ostend boat  
You'll find him, *habitans in sic-co!*

Yes, the season is o'er; and its cares and its loves  
Find memorials only in half-dirty gloves,  
In bills unaccepted, reminders to pay,  
In lithographed invites, and bills of the play,  
In good resolutions deferred day by day—  
What we'll do in December—we promised in May!  
In some haire once nut-brown, now decidedly grey  
And in many another such sorrowful way,  
Which I've neither the time nor the temper to say!

It's over! it's dead!

Its bright days are fled!

For its follies nought now can be done to atone 'em;  
So remember—*de mortuis nil nisi bonum!*  
Let us cover its faults, its deficiencies hide,  
And describe it as though our steel pen were supplied  
With a fluid as soft as—the brains of a bride!  
As emollient, curative, dulcet, yet strong  
As the cod-liver oil of famed Dr. De Jongh,  
Or the draught which makes phthisical people grow stout,  
From the poor old "physician" whose "sands are run out."

Politics? hum!

Echo is dumb!

Out of that Nazareth what good can come?

No Reform Bill? Oh no!

Statistical, blow,

Foreign invasion, Sir, that's all the go!

We've strengthened our army and doubled our fleet,

And, if so we go on, may hope soon to compete

With the French, that exceedingly maritime nation.

And lately, in China, we'd quite an ovation—

Lost three gun-boats, and Heaven knows how many seamen,

In trying to pass by some forts filled with tea-men.

We've skulked to land, and are rid of the Fory,

Got again the perfumed "ace of spades—in his glory."

Bamboozling "Pam."

As he's called by Charles Lamb,  
Leads the Treasury bench by his "cheek" and their nose,  
For he and Lord Johnny no longer are foes.

While with Colden and Bright  
He's reciprocal quite  
In starting new friendship, forgetting old slight.  
And the Times plays his game,  
For he's always the same;  
Even now from his youth's tricks he cannot refrain.  
The *cider* "Cupid,"  
Though old, is not stupid,  
And even when now a grand coup he would gain,  
'Tis by petticoat influence, by *mucilin* 'De-laine!  
And Literature? Well, thank you, Sir; she has been all alive,  
And Paternoster-row has been as busy as a hive,  
For Messrs. Blackwood's house has made two hit, we're all agreed,  
First with "What Will He Do with It?" but best with "Adam Bede;"  
For we don't care what he does with it, if we don't get it to read!  
But Adam and Hetty,  
So strong and so pretty;  
And Seth and the Poyssers, and Arthur the swell;  
And Dinah, who far above all bears the bell—  
Sweet Dinah, so earnest, so modest, and meek—  
Sweet Dinah, reversing the line which they speak  
In "Hamlet," that tragedy sombre and mystical;  
For there surely is "madness in thy method"—istical  
Manners and phrases  
Which go far to craze us,  
And weigh more with all decent, reasoning folks  
Than the Spurgeon sermons, stuffed full of old jokes!  
And George Henry Lewes,  
Though skilful and true is  
In all points of science, is writing a treatise,  
To tell us how curious our drink and our meat is.  
Don't let his hard language your intellect frighten;  
You may learn, though you rail, Sir, from *Leaves to Brighton!*  
"All the Year Round"  
Has taken its ground,  
And now is deep-rooted, wide-spreading, and sound.  
"Once a Week," too,  
Will be likely to do,  
When its papers are better, its cuts not so few.

And joyous shout we raise on high, and loud the welkin rings,  
In praise of Alfred's Idylls of great Arthur, "flower of Kings!"  
Great Arthur! greater Alfred, though! by whom his praise is blown,  
From Hindostan's yet bleeding heart to Greenland's frigid zone.  
But, though in shouts for Tennyson our breathing has grown scant,  
No true, no loyal men were we, should we be found to want  
Sufficient voice to raise a cheer, a hearty cheer, for one  
Who's proved himself of noble sire, a truly noble son.  
So "Long Live Owen Meredith!" and, when he cease to roam,  
May we be found 'mongst those who bid that "Wanderer" welcome home.  
The drama is thriving, new pieces abound,  
But we've got no new actors—they're not to be found;  
So our authors take each individual's measure—  
Tom Taylor its Robson, that real "Little Treasure;"  
Coyne tailors for Buckstone, while jokery stuffs  
Are neatly embroidered for all by the Broughs;  
And Byron and Halliday seem to have planned  
A ne'er-failing wardrobe for use at the Strand.

Mr. Charles Kean  
Has retired from the scene  
Of his triumphs—some rest he must need, I ween!  
And Mr. Charles Mathews  
Shows still that he hath use  
Of his fidgety manner, his patter so clever,  
And has come back from Yankee-land better than ever.  
Mr. Webster's new theatre is perfect, complete;  
You can see all the stage, you can sit in your seat  
Without pains in your back or the cramp in your feet,  
In an English establishment quite a new treat!  
And Matrimony's claimed a giant victim—  
Great Albert Smith, her cynical derider,  
Now bows before her conquering power—she's nicked him,  
Although for more than forty years he's shielded her.  
Gone are the revels in the Caves of Cyder,  
The Fielding's fun, the Garrick's pleasant wit!  
Ah me! to think of him a fire-sider!  
To view him, cosy, in the ingle sit,  
Who 'gainst the marriage state such diatribes hath writ!

EDMUND YATES.

HER MAJESTY'S SHIP SAPHO.—The *Friend of India* of July 16 says:—"Findings have reached the New Zealand papers of her Majesty's brig Sapho, which was supposed to have been lost on her voyage to Australia. She stranded off an uninhabited island some distance from Sydney, and became a total wreck. The portion of her crew that was saved formed an encampment on the island. A merchant ship, when passing, found them in a very distressed condition. The few who had survived the exposure were living on the wild cats and seals which they found on the island. Commander Moresby, from grief at the loss of the brig, had become insane."

THE RIOTS IN ST. GEORGE'S-IN-THE-EAST.—The disturbances in this parish do not seem to have been quieted by the Bishop of London's letter, or by the substitution of the Rev. A. H. Macdonochie for the Rev. F. G. Lee. Last Sunday the earlier services were interrupted in a most unseemly way, and in the afternoon an absolute riot broke out. In spite of the threatening appearance of his congregation Mr. Macdonochie boldly advanced to the altar, but as he retired he was "mobbed," and his surplice torn from him. In the evening the scene was renewed, although, during the course of his sermon, Mr. Macdonochie kept the congregation in perfect silence. At its close loud hisses broke forth, and it was with difficulty that the church-wardens cleared the church. Mr. Macdonochie performed the morning service in the usual manner. Like his predecessor (Mr. Lee), he performed the service in the choir stalls, but he wore the ordinary vestments of a Church of England clergyman—namely, a black stole, an Oxford Master of Arts' hood, and the ordinary surplice.

THE NEW MILITARY HOSPITAL AT NETLEY.—This hospital, which is situated about four miles south of Southampton, is rapidly approaching completion. The structure occupies ten acres of ground, is nearly a quarter of a mile in length, and six times as large as Guy's Hospital. The building is in the decorated Italian style of architecture, is four stories high, 216 feet wide, with a domed-senate campanile rising above it to the height of 100 feet; each floor or story has twelve wards, ten of which are intended to accommodate nine and two of them sixteen patients. Already £200,000 has been expended in the construction of this hospital, and it is expected as much more will be required to finish the undertaking and lay out the 193 acres of ground attached to it with gardens and terraces for the use of the patients. The hospital, when complete, will accommodate between 1000 and 2000 patients, and will surpass in all respects any other institution of the kind in the world.

THE REVISION OF THE PRAYER-BOOK.—Lord Ebury has addressed the following letter to the churchwardens of the metropolis:—"Gentlemen,—You may perhaps be aware that last year I intended to renew a motion in the House of Peers, which I made last year, but did not then press to a division, for the purpose of inducing that House to address the Queen, praying her Majesty to appoint a Royal Commission to revise the Book of Common Prayer, with the object of seeing whether it can be made more profitable than it now is for the religious education and instruction of the people. The Bishop of London has stated that, in his belief, the greatest difficulty in the way of any, even the slightest, alteration in our services will be the opposition that will be made to any such proposition by the laity. I am unable to say whether this opinion is well founded or not; but it is of the greatest consequence to me that I should know it before I again submit this motion to the House. I shall therefore esteem it a great favour if you, who must be considered as the representatives of the laity in the most important portion of the most important diocese in England, will inform me, at your earliest convenience, whether, within your knowledge, they may be considered unfavourable to such a measure. I take the liberty of sending herewith some documents, showing various propositions and expressions of opinion concerning liturgical revision, which you may like to be acquainted with; but my principal—indeed, only present—object is to obtain, if I can, something like an estimate of lay feeling in the metropolis in reference to the repugnance to any alteration which they are supposed to entertain."

## THE BUILDERS' STRIKE.

SATURDAY saw the end of the seventh week of the strike, and the fifth of the lock-out. The lock-out is at an end, as the masters have opened their workshops, but not with success where they insist on the operatives accepting the "document." Among the employers who are reported to have opened without the declaration are Mr. Poole, with 60 men; Mr. Alders, employing 100 men; Mr. Beris, 60 men; Messrs. Jackson and Shaw, 200 men; and Mr. W. Ross, 100. At Messrs. Cubitt's, the eminent builders in Gray's-inn-road, upwards of 200 men, most if not all of whom were employed there at the time of the lock-out, resumed their work on Monday morning, accepting the conditions contained in the declaration. This number includes, with few exceptions, the whole of the smiths, stove-makers, and brassworkers; and the remainder was made up principally of carpenters, bricklayers, plasterers, and painters. No skilled masons, however, presented themselves for employment, but a few masons' labourers did. The absence of artisans in this department, not at Messrs. Cubitt's only, but at other works, is attributable to the wealthy and well-organised society to which they belong, and which has ramifications extending from a metropolitan centre over the whole kingdom. Distinguished as a body by their temperate and prudent habits, and backed by the trade association of which they are members, they are better able than many other classes of artisans to sustain themselves during a strike. At the commencement of the struggle Messrs. Cubitt had about 1500 men in their employment, of all classes, in town and country. Taking into account those who have resumed work, and those of their men who have continued to work in the country during the strike, the members of the firm estimate that from 400 to 500 of their hands are now in employment, or nearly a third of the 1500. At the extensive works of Messrs. Mansfield, in Gray's-inn-road, where between 300 and 400 men of all kinds are ordinarily employed, besides a large number in the country, only a few painters and labourers engaged to work under the declaration. Upwards of 100 presented themselves, but, with the few exceptions mentioned, they refused to make the declaration, and went away. There was a similar demonstration in front of the establishment of Messrs. Holland and Hannen, in Bloomsbury. This firm usually gives employment to about 1000 men. Again, at Messrs. Piper's, in Bishopsgate-street, who ordinarily employ about 1100, only about 25 joiners and sawyers, out of some hundred men who crowded the entrance, went in under the declaration. About sixty men (carpenters) presented themselves at Messrs. Ashby's, in the same street, but, declining to accept the document, though willing to abandon the nine hours movement, none of them were engaged. At Messrs. Brown and Robinson's, in Worship-street, where also the declaration was insisted on as an indispensable condition, not more than half-a-dozen agreed to accept it, though the firm employed between 400 and 500 at the time of the lock-out. It was the same at Messrs. Jay's, in the City-road, who give employment to upwards of 1200 men. Some 300 or 400 of Messrs. Myers' old hands assembled in front of their extensive works in the York-road at six o'clock in the morning and during some part of the day. The elder Mr. Myers addressed them at intervals in explanation of the meaning and object of the declaration, but to no purpose, for they refused to a man to work under it. There was also a considerable gathering of workmen in front of the large hotel in Westminster now being erected by Messrs. Myers, but they all declined in like manner to come to terms, and the work there continues suspended. Again, at Messrs. Lucas's, in the Belvedere-road, less than half-a-dozen men (painters) have assented to work under the declaration. The painters, as a body, appear to have come in in every case.

The general result shows that, excepting at Messrs. Cubitt's, a very inconsiderable proportion indeed of the men on strike have availed themselves of the opportunity afforded them for resuming their employment. This is accounted for on two grounds:—First, that on Monday, which is partially a holiday, it was to be expected that comparatively few of the men would return to work; and, again, numbers of them, not wishing to be the first to set the example, it is supposed are only waiting for others to do so, and that, the ice once broken, they will flock by degrees into the various shops. One circumstance would lead one to suppose that, with the exception perhaps of the masons and the rest of the extreme society men, including, of course, the members of the conference, the nine hours scheme is now understood to be impracticable, for the present at least. Almost in every instance on Monday the declaration alone was the ground of scruple with the men seeking employment. Scarcely in any case were the hours of labour made the ground of excuse for refusing to resume work.

The dividend declared was at the rate of 3s. 6d. per man, for the lock-outs, and Trollope's were paid 12s. skilled, and 8s. unskilled artisans.

Subjoined is an official list of the actual payments made by the conference:—

		£	s.	d.
Carpenters and joiners	...	2216	336	19 11
Masons	...	500	87	10 0
Painters	...	88	15	8 0
Plasterers	...	660	115	10 0
Bricklayers	...	960	157	10 0
Stone sawyers	...	74	12	19 0
Woolwich men	...	208	35	8 0
Labourers,—Lodge 1	...	500	87	10 0
" " " 2 no returns.	...			
" " " 3	...	132	23	2 0
" " " 4	...	278	49	13 0
" " " 5	...	97	19	8 0
" " " 6	...	490	83	15 0
" " " 7	...	197	34	8 6
" " " 8	...	39	6	16 6
" " " 9	...	325	56	17 0
" " " 10	...	272	42	12 0
" " " 11, 12, 13, no returns.	...			
Total	...	6976	£1168	6 11

Meetings continue to be held throughout the provinces, at which earnest sympathy is expressed for the men out of work.

A meeting—though not a public one—was held at Exeter Hall on Monday evening, for the purpose of appointing a committee to distribute the fund subscribed for the relief of non society men.

MASSACRE IN BORNEO.—Some years ago a fort was erected up the Rejang River, at the place where the Kanawit River falls into it, for the purpose of preventing the piratical Dyaks living on these rivers passing out to sea. This fort was about 200 miles from Sarawak by water. It was under charge of Messrs. Fox and Steel, the former of whom had been for two years on the Rejang, and the latter nine. Two Kanawit chiefs, named Kalai and Sawing, had long been ill-disposed towards the Sarawak Government, and two years ago they were detected, having been detected in a conspiracy to take the fort. Since that time they had remained quiet, and it would seem that Messrs. Fox and Steel had ceased to mistrust them. Taking advantage of the confidence reposed in them, on the 6th ultimo some of the followers of these chiefs entered the fort, and finding a favourable opportunity, one of them stabbed Mr. Steel with a kris. Another of the band cut down Mr. Fox, who was running to his friend's assistance. Neither of these unfortunate gentlemen were armed. The garrison of the fort (Sarawak Malays) immediately seized their arms, and one of the murderers was killed, the rest flying under a fire of musketry. Two days after the garrison (whether through cowardice or treachery is unknown) vacated the fort, and Kalai and Sawing took possession of it and burnt it to the ground. The whole of the Dyak population of Kanawit (who were formerly strongly piratical) are reported to have turned out to revenge these murders, and are waiting permission to follow the Kanawits, who have attempted to get up the river. The Malay chiefs of Seribit, too, showed the utmost good will. They collected the arms of the Kanawit Fort, and seized a number of persons suspected of participating in the murders. One of the actual murderers was tried by them and put to death. The Kanawits form a very small tribe, and have had the reputation of being treacherous. They are tattooed and entirely distinct and separate from the Seribits and Sakarran Dyaks who live on the Kanawit. It is reported that five Europeans have been murdered by the natives at the Dutch establishment at Kutai (Coti) on the east of Borneo.



## AN ADVENTURE IN MEXICO.

(From a Traveller's Note-book.)

I HAD left the shore of the Pacific, and passed the Isthmus of Tehuantepec. Following the banks of the River Guazaculeo, I directed my course towards Minatitlan, situated a few leagues from the coast of the Gulf of Mexico.

I had suffered much from fatigue, from fever, and from the torment of mosquitoes, and my poor horse was not in much better condition than his master. The scanty forage, which could only with difficulty be procured for him in Minatitlan, was insufficient to keep up his strength and spirit. Nevertheless, in spite of every difficulty, I resolved to pursue my journey to Vera Cruz, on horseback, the usual mode of travelling in those parts.

On the 15th of April, 1857, I departed from Minatitlan, accompanied by my major domo, and a few servants. Late in the evening I reached Acayucan, where I experienced a very hospitable reception in the house of a French family.

Refreshed with a night's rest, we resumed our journey early on the following morning. After having proceeded some distance, we found that our road lay over a tolerably beaten track, so I thought we might dispense with the assistance of the guide who accompanied us, and I accordingly dismissed him.

About ten o'clock we reached a small rancho (farm). As the sun was excessively hot, I directed the servants to remain behind with the baggage until the cool part of the day, and to join us at the hacienda "El Coral-nuevo," the place fixed for our night quarters. I then rode forward with my major domo.

We had not proceeded far from the rancho when we met a herd of bulls, driven by several "rancheros" on horseback. The animals were perfectly tame and gentle, turning here and there in search of a little pasture. But, however harmless these bulls may be when in herds, they are nevertheless exceedingly dangerous when single. This fact is daily manifest at bull-fights. In the city of Mexico, where bull-fighting is a favourite popular amusement, the bulls are driven, a few together, with perfect safety through the crowded streets to the stalls of the arena. But as soon as one of these same bulls finds himself alone he is ready for the fight, and looks round eagerly for some object of attack. Of this peculiar temper of the animal my own personal experience soon afforded me a convincing proof.

After an hour's hard riding the major domo and I entered a thick forest, through which there was a narrow pathway, inclosed on either side by a thick, impenetrable mass of vegetation. Trees, shrubs, and

the gigantic creeping plants peculiar to these regions, formed a massive green wall on both sides of the pathway.

We had proceeded to some distance along this forest avenue when I saw advancing a horseman, who had one end of his lasso fastened to the pommel of his saddle, and the other end, about fifteen paces behind him, slung over the horns of a very fierce bull. Across the nose of the animal there was fixed a leathern strap, one end of which was fastened to the saddle of a second rancho who rode behind; so that the animal walked between his two guards.

myself saved! but I was in painful apprehension for the safety of the major domo and the rancho, who had ridden on before me, and who I doubted not was pursued by my fierce assailant. But no! . . . He was again behind me, having forced his way through the aperture by which I hoped I had effected my escape. His roar frightened the horse, who dashed madly forward to escape his pursuer; but the unequal strife could not long be maintained.

A dim light which now broke through the gloom of the forest enabled me to perceive that I was approaching one of those deep chasms called

The men, as soon as they saw me, called out, recommending me to turn back, and observing that the "toro" they had in charge was a very vicious animal. Owing to the exceeding narrowness of the path, to draw up on one side was no easy matter, and I felt not at all disposed to retrace my way back to the entrance of the forest. I therefore intimated to the rancheros that they must keep a fast hold of the lasso by which they held the bull, and I would endeavour to pass quietly. My trembling horse drew closely up on one side of the path, and I, by way of precaution, drew my travelling sabre. I had advanced only a few paces when the bull perceived me. With a short hoarse roar, and a wild spring, he broke the lasso which bound him to the saddle of the hindmost rancho, and, with horns inclined downward, he rushed furiously towards me.

I eluded the attack by quickly turning my horse and galloping back the way I had come, the bull pursuing me as fast as he could. My major domo and the other rancho, who had both taken the alarm and started off before me, were not mounted on very swift horses. The consequence was that when I overtook them they stopped the way, and thus the fleetness of my horse was of no avail, for I could not pass, owing to the narrowness of the path. Meanwhile the bull was fast gaining upon us, and presently he was close at our heels. My horse made a desperate spring. The bull had gored him fiercely. Another moment and both horse and rider would have been tossed into the air or ripped open by the bull's horns in the way in which I have seen such feats performed at a bull-fight.

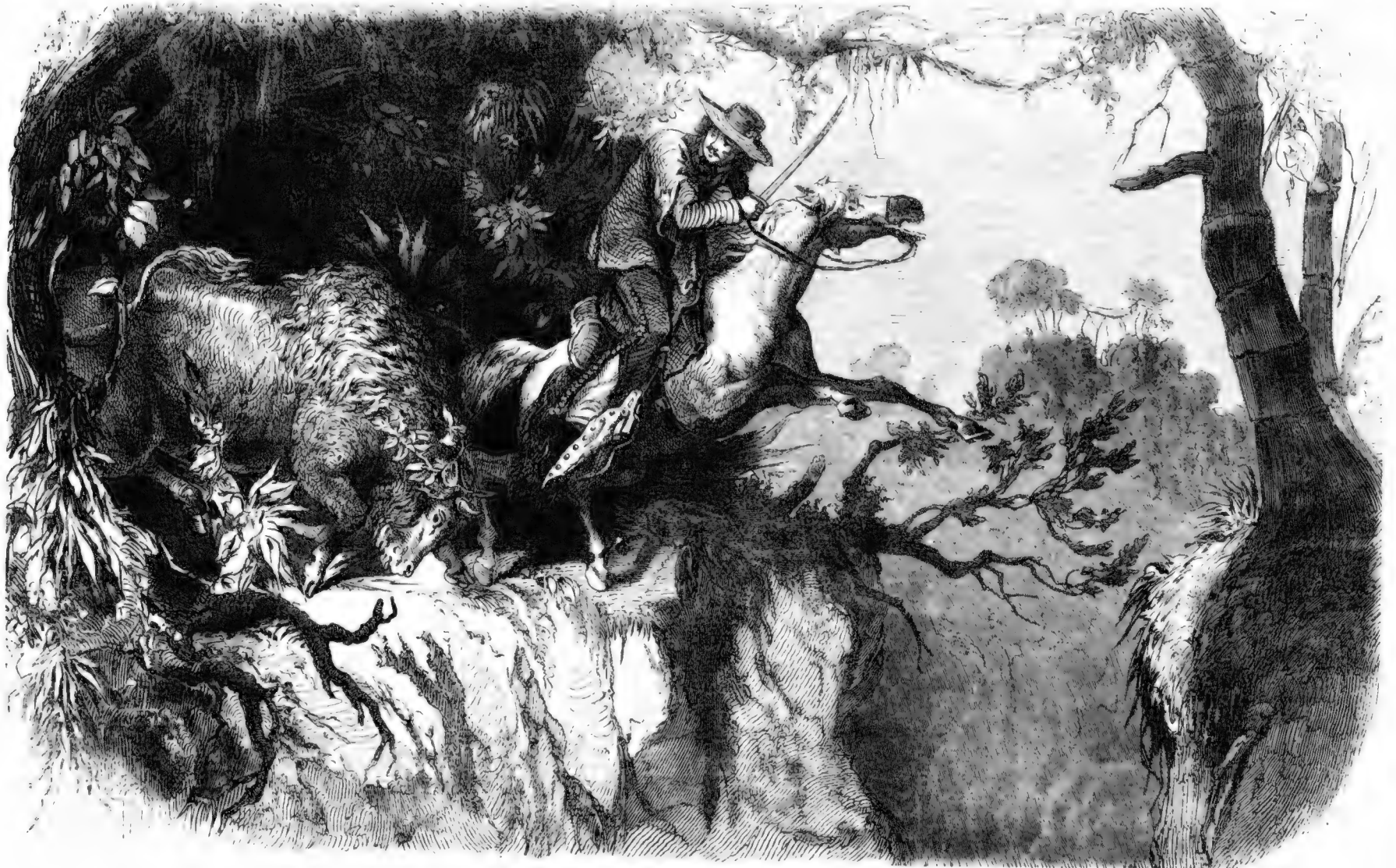
At this critical juncture, making a determined effort, I again turned my horse round, and, vigorously applying the spur, forced him through the compact thicket which bounded the path. The animal rushed desperately forward, tearing his flesh with the thorns and brambles. My face also suffered severely, and was soon covered with blood. The other parts of my body were fortunately protected by my leathern garments.

I breathed again, and thought myself saved! but I was in painful apprehension for the safety of the major domo and the rancho, who had ridden on before me, and who I doubted not was pursued by my fierce assailant. But no! . . . He was again behind me, having forced his way through the aperture by which I hoped I had effected my escape. His roar frightened the horse, who dashed madly forward to escape his pursuer; but the unequal strife could not long be maintained.

A dim light which now broke through the gloom of the forest enabled me to perceive that I was approaching one of those deep chasms called



SKETCH AT BRIGHTON.



ADVENTURE WITH A BULL IN MEXICO.



"barancas" which are very frequently met with in this part of the world.\* The chasm was of unfathomable depth, and, according to all reasonable calculation, too broad to be crossed by a leap. Yet there was no alternative but to make the attempt, for in another moment the bull would have tossed both horse and rider into the abyss, and dashed them to atoms. In desperation I thrust the spurs into the sides of my poor horse. He made a fleet bound, and his fore feet rested on the opposite brink of the baranca; then, exerting the last measure of his strength, he drew up his hind feet, and thus gradually crept over the edge of the chasm. We were saved! I now turned to look at my enemy. There he stood at the opposite edge of the baranca, fiercely dashing his tail against his sides, and ploughing up the earth with his horns, scattering stones and clods of earth in every direction.

When my horse had somewhat recovered from the exhaustion consequent on his violent effort I rode slowly along the side of the baranca, the bull pertinaciously following me on the other side, until he quite lost sight of me.

After pursuing my journey by a very circuitous route, and cutting my way as best I could through the thick parts of the forest, I at last rejoined my major domo.

#### RUINS OF THE MONASTERY OF ST. JOHN IN JERUSALEM.

BESIDES those ruins in Jerusalem to which paramount interest attaches through their connection with sacred history, the city contains some other ancient relics well worthy of attention. Among these latter may be noted the curious remains of the Monastery of St. John, which form the subject of the two annexed Illustrations. These ruins are situated within a short distance of the Church of the Holy Sepulchre. Of the vast monastery, once the principal seat of the Knights Hospitallers, all that now remains are the cloisters and the portal; the latter a fine old arch of massive masonry. The courtyard, into which it leads, is merely a piece of waste ground, though situated in the very centre of the city. The cause assigned for this is that, when the Knights were driven from Jerusalem, the Saracens made a vow that no house should ever be built on the site of the old Christian settlement.

The institution of the Knights of St. John arose almost contemporaneously with the league of the Ismaelites against the followers of pure Islamism, which resulted in the formation of the band known by the name of the "Assassins." The old Knights Templars bound themselves into associations similar to those of which the Shah El Djebel, the first "Old man of the mountain," was the leader. The Knights combined in themselves the twofold character of soldiers and monks, and in their own persons they practically discharged the duties of both. In the year 1048, long before the first Crusade, some merchants of Amalfi built a church in Jerusalem, which they dedicated to St. John. They also founded a monastery, attached to which was an hospital for sick pilgrims. The monks of the monastery, whose duties were at that time limited to tending the sick, were called the Brethren of St. John, or the Brethren of the Hospital. They obtained a considerable accession to their endowments—first from Pope Pascal II., and next from Geoffrey de Bouillon.

In the year 1112 the brethren of the hospital were joined by another association. With this latter originated the idea of a league for the defence of Christianity. Nine Knights formed themselves into a union for the purpose of protecting Christian pilgrims against the attacks of the infidels, and these Knights took the monkish vows of poverty, chastity, and obedience. King Baldwin II. quickly perceived the aid which this union might afford in propping up his tottering power, and he assigned to the use of the Knights a part of his palace which stood on the site of the Temple of Solomon. From that circumstance the association recovered the name of Knights Templars. The Patriarch of Jerusalem confirmed the order, which confirmation was subsequently ratified by the Council of Troyes.

Shortly afterwards all those Hospitallers of Jerusalem who

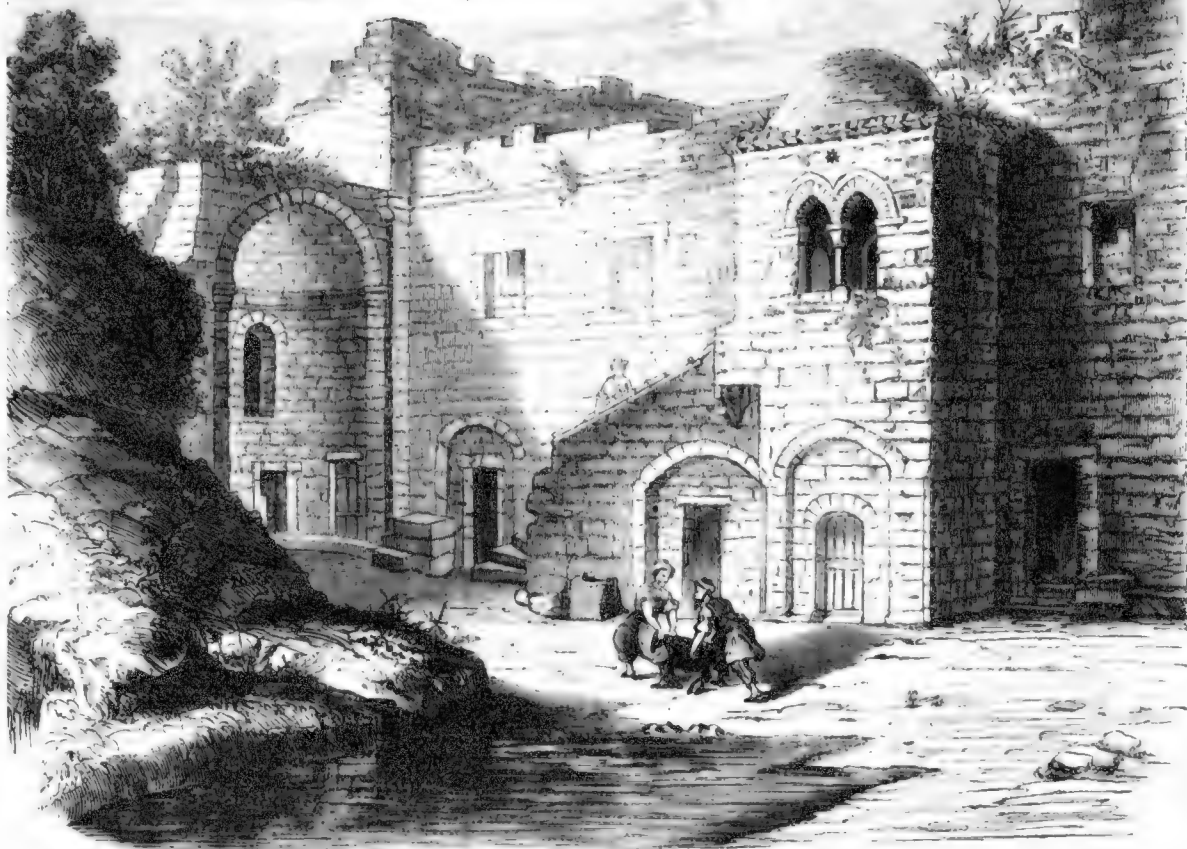
were of knightly descent formed themselves into a military order, under the command of Raymond de Puy. This order was divided into three classes; the first consisting of Knights for waging war against infidels; the second of Chaplains for spiritual duties; and the third of Serving Brethren for tending the pilgrims. The dress of the Knights consisted in time of peace of a black mantle, figured with a white octangular cross; in war they wore a red garment, with a white cross on the back and front. The order was subject to the Pope only in spiritual matters; in all temporal affairs they enjoyed uncontrolled sovereignty. Both the Templars and the Knights of St. John speedily acquired rich endowments in various parts of Christendom. In the year 1131 Alphonso I., King of Arragon and Navarre, by a formal will bequeathed to them his territories, and, though his subjects refused to acknowledge this bequest, on the ground that the King had no power to will

their principal seat, for which reason they are also called Knights of Rhodes. In Rhodes they remained for upwards of two centuries, during which time they successfully opposed the Turks, whose fleets they greatly damaged. In 1480 Mohammed II., with a numerous Turkish squadron, attacked the Knights of Rhodes, who, under the celebrated Grand Master, Peter de Aubusson, defended themselves with great courage, and triumphantly compelled the enemy to retreat. But the Turks renewed their attacks, and at length the Grand Master, Phillip de Villers de l'Isle d'Adam, was forced by Sultan Soliman I. to surrender the island.

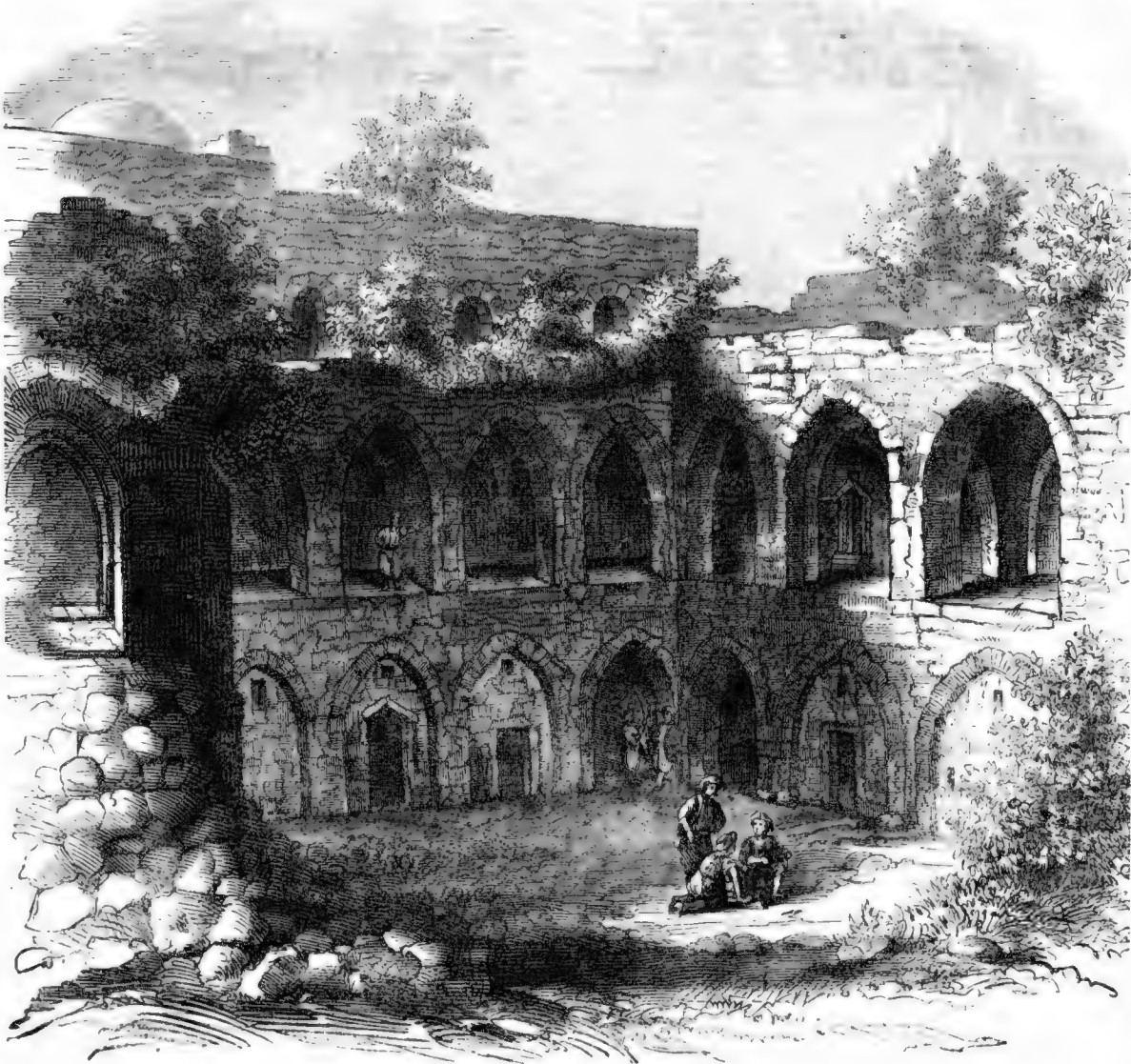
The Knights of St. John then fixed themselves in various places, though without any secure permanency, until, in the year 1536, the Emperor Charles V. allowed them to take up their abode in the island of Malta. There they fortified themselves in a most formidable way. From this stronghold they successfully maintained their conflicts with the Turks, and powerfully checked the depredations of the pirates of the Barbary States. In 1565 they sustained a formidable attack from their old enemy Soliman, but they succeeded in repulsing the Turks with immense loss. From time to time they continued to be exposed to the attacks of the Turks, by whom on more than one occasion they were well-nigh subdued.

About the end of the sixteenth century the supremacy of the Knights of St. John was established in Malta, and they remained in security until the outbreak of the French Revolution overthrew their independence. At a more remote period—that is to say, at the time of the Reformation—their territorial possessions in various parts of Germany, in England, in the Netherlands, and in Scandinavia, had been forfeited. The Revolution subjected them to similar losses in France; and when Napoleon I., on his expedition to Egypt, attacked Malta, the then Grand Master, Hompesch, surrendered without resistance. England gained possession of Malta in the year 1800, and has kept it ever since. The order then lost its firm and high standing.

To avoid disputes with Russia, the Electoral Prince of Bavaria confiscated the estates held by the order in his dominions; and his example was followed by other Princes. In the year 1820 the only remaining vestiges of the once vast possessions of the ancient Order of St. John were a priorate in Bohemia, and another in Russia. After the fall of Napoleon I. attempts were made to restore the Knights to their old position, but without effect. However, in 1826, a chapter of the order was established in Ferrara, and shortly afterwards favourable prospects opened to the Knights through their old privileges in several



COURTYARD AND PORTAL OF THE MONASTERY OF ST. JOHN AT JERUSALEM.



CLOISTERS OF THE MONASTERY OF ST. JOHN AT JERUSALEM.

\* These barancas, which are supposed to be the results of volcanic commotions, are sometimes from 1500 to 2000 feet deep.



of the Italian States. More they could not hope for. The order belongs not to the present age; it is a dead institution, and these are not times in which the dead are restored to life. The Order of the Knights of St. John will remain a ruin, like the vestiges of their ancient seat in Jerusalem. The grand old portal remains, but if we enter it we find nothing beyond but the memory of the past.

## GLOUCESTER FESTIVAL.

(From our Special Correspondent.)

NEITHER of the two oratorio performances that have already taken place at this festival has been unusually good. The concert of last night was by no means a success. The orchestra at Gloucester is ill-conducted, the chorus after that of Bradford is poor, and the Gloucester people do not appear to care for music so much as the Bradfordians; but after the northern festival so recently described in these columns (and of which our account has been protested against by a few local enthusiasts) we look upon our visit to Gloucester as a veritable fête. There is no smoke in the town, except that amount which man as a cooking animal must tolerate for the sake of his own existence; the streets are broad, the houses white and clean, the atmosphere pure, the environs remarkably picturesque, the neighbouring town (we need only mention Bath and Clifton) the most romantically situated of any in England, and the musical performances are not positively bad. Mr. Amott cannot conduct; but when we consider that he only attempts to rule an orchestra once in three years the reflection occurs to us that his misdirection of the band is at all events excusable. We may add that misdirection is perhaps not the precise word that should be used, inasmuch as the direction of Mr. Amott was not accepted by the orchestra at all. He was not likely to lead players astray, because there was evidently no intention of following him, nor did his indications of the time often agree with that taken by the executives. It is a pity, for the sake of the organists themselves, if for nothing else, that at the festivals of Worcester, Gloucester, and Hereford, the directors of the cathedral music should, as a matter of course, have intrusted to them the management of the orchestra. It appears at cathedral cities to be considered a point of honour with Messrs. Amott, Done, and Smith that they, in spite of their remarkable inexperience in such matters, should, one or the other, assume the guidance of the body of instrumentalists. But, as neither of them conducts a full orchestra more than once in three years, it follows, it will readily be believed, that not one of them is fit to conduct an orchestra at all. If the performances of the band are not absolutely bad, it is because all the unfortunate members of it came from the Royal Italian Opera, and are thoroughly masters of their respective instruments. If bad conducting could ruin the playing of first rate artists, the execution of the orchestra at Gloucester would be a most lamentable affair.

At the service of yesterday morning the Dettingen Te Deum, Mendelssohn's exquisite setting of the 42nd Psalm ("As the heart pants"), Attwood's heavy Coronation Anthem, and Tallis's venerable and, what is more, really beautiful responses were given. The sermon, preached by Canon Harvey, inculcated the propriety of giving large sums of money for the benefit of the widows and orphans of the three dioceses (Gloucester, Worcester, and Hereford); but the preacher, while he called attention to the number of very inadequately remunerated clergymen living in the ecclesiastical district to which he belongs, omitted, by some strange oversight, to say how many ministers there were within the same limits who enjoyed incomes of one, two, and three thousand a year and upwards. It is true that the omitted information might have suggested to some few revolutionists the propriety of a revision and adjustment of ecclesiastical incomes; but a gentleman of education and thought, like Canon Harvey, ought, when he treats a subject in a discourse of considerable duration, to exhaust it, or at least to endeavour to do so. If Canon Harvey had been of our opinion with regard to the treatment of a text, he would have mentioned not only that many of his fellow-workers were shamefully underpaid (a hundred and fifty of them in the three dioceses receive less than a hundred a year), but also that a considerable number have incomes which by comparison can fairly be described as enormous.

At the second day's oratorio, "Elijah," everything went off in a satisfactory manner. The singing of Mr. Sims Reeves was particularly excellent, and all the executives did their best.

At the concert of last night Mr. Reeves was prevented by indisposition from attending; hence a slight disturbance, which lasted until the High Sheriff appeared on the platform with Mr. Reeves's letter, in which the singer announced simply his inability to sing, and his regret at not being in a fit state to fulfil his engagement. The first part of the concert consisted of selections from "Don Giovanni" (the vocalists being Mademoiselle Titiens, Mme. Clara Novello, Signor Giuglini, Signor Badiali, and Signor Belletti. Miss Dolby, Miss Clara Hepworth, and Mr. Thomas also sang. A youthful pianist, Miss Summerhays, played Beethoven's choral fantasia, and gave evidence of much skill, but did no more than could have been expected from a young lady who can scarcely have lived long enough to perfect herself in a style of playing which is always ineffective unless undertaken by the very greatest artists. The orchestral accompaniments (for reasons already pointed to) were little short of disgraceful. Among the Italian artists, the greatest success was gained by Mlle. Titiens (who, by the way, is German, but sings Italian songs like an Italian), Signor Giuglini, and Signor Badiali.

## NEW MUSIC.

1. *The Chanter's Excelsior*. 2. *Psalmody*. Tallant and Co.

1. Something ought to be done to put a stop to the indiscriminate use of the word "Excelsior." It was employed incorrectly in the first instance by Longfellow, who in his ascent of the ideal mountain makes the aspiring traveller utter an exclamation in the form of an adjective instead of an adverb. That, however, was of but little importance; enthusiasts are so often ungrammatical. What we complain of is that distillers should advertise "Excelsior" brandy, that publishers should have brought out books and journals (now happily defunct) under the title of "Excelsior," and that now the name of "Excelsior" should be applied to an otherwise meritorious chanter's manual. To show how peculiarly inappropriate the title of "Excelsior" is to the work before us we need only mention that, in the very first page, the author, after protesting generally against congregational singing as at present conducted, on the ground that "indiscriminate noise is not music," feels it necessary to caution those who have treble voices against attempting to sing what they probably consider the intermediate parts of the harmony. "Treble voices," he says, "should never be heard higher in pitch than the melody itself, their legitimate part." And yet in spite of the well-known and monstrous error committed by obtuse amateurs in singing hymns, &c., whenever they are able to do so, a third higher than they are written, a book intended especially for their correction and guidance is called "Excelsior." If it was absolutely necessary to have a Latin word for the title, "declivior" would surely have been better than "Excelsior," inasmuch as the offending trebles already sing too high; but we object to the name altogether. The handbook itself contains simple and valuable directions for chanters, which, however, can never have the effect of making a congregation sing in tune or in time, or with feeling, or in correct (and least of all) well-balanced harmony. They should either sing in unison, or leave the chanting to a properly appointed choir.

2. "Psalmody" consists of a selection of Psalm-tunes adapted for four voices, with an accompaniment for the organ or pianoforte. It also contains interludes and preludes attached to the various tunes, and is generally well arranged. The following critical remarks on "Psalmody" "reached the author," we are told, "through the instrumentality of the printer." We are assured that they are "of the most disinterested nature," and were never intended to meet the public eye:—"I may be mistaken, but I fancy this work must become a popular one. The whole arrangement, which is at once novel, interesting, and useful, strikes me as being 'just the thing that is wanted.'"

Our organist or pianist has before him (or her) the tune itself, a prelude, and interludes (containing, in my humble opinion, really lovely bits of harmony), and, on the opposite page, two sets of words in most unmistakable characters. So excellent an arrangement has certainly never come under my notice before. The truth is, I could look upon this book as upon a pet child of my own, in which I should have much hope of a fine career." The reader will understand from the above what the author of "Psalmody" has aimed at.

1. *The very Angels Weep, Dear*. By W. A. MOZART. 2. *Three Lieder ohne Worte*. By CHARLES HARGITT. 3. *Marche aux Flambeaux* (No. 4). By MEYERBEER. (Duncan, Davison, and Co.) 4. *La Joyeuse*. By C. M. KORKELL.

1. This is an excellent English version, by Mr. Oxenford, of "Trennung und Wiedervereinigung," to which Mozart composed one of the most beautiful melodies ever written.

2. Mr. Charles Hargitt dedicates his graceful "Songs without Words" to his master, Mr. Charles Halle, which might in itself be accepted as a guarantee of their being well written.

3. The text of the "Marche aux Flambeaux" is the most effective of the four, composed by Meyerbeer, in honour of various Royal and Imperial marriages. The "Marche aux Flambeaux," or "Fackel-Tanz," or "Torch-Dance," is, musically speaking, a march in 3-4 time written for wind instruments alone. The one before us is arranged for the pianoforte, and is a very brilliant piece; full of genuine music, and affording at the same time abundant opportunities for display.

4. "La Joyeuse," which is further announced by the composer, Mr. Charles M. Korkell, as a "Souvenir of the Champs Elysées," is an attractive and by no means difficult piece, in the form of a waltz.

*The Riflemen's March*. By STEPHEN GLOVER. Cocks and Co.

This march, which is "inscribed to the patriotic volunteers of Great Britain," is intended apparently as a companion piece to that terrible song, by Mr. Martin Farquhar Tupper, which is exhibited in all the omnibuses, of which each verse ends with an unrhymed and unrhymical burden about

Those merry men archers of England,  
And her young riflemen now;

and which must have had an almost incalculable effect in preventing those who have any sense of the ludicrous from joining rifle corps.

1. *Martha Quadrille*. By HENRI LAURENT. 2. *Le Pardon de Ploërmel*. Fantaisie, par HENRI CRAMER. *Dinorah, ou le Pardon de Ploërmel*. Fantasia, by W. KUHE. Boosey and Sons.

1. This quadrille is formed on melodies distorted, after the approved plan, from the popular opera to which it owes its title. But there is so much dance music in "Martha" (much of which is written to words) that the "Martha Quadrille" is far less annoying than many others of the same kind—those, for instance, which are founded on melodramatic opera.

2. As soon as Meyerbeer produces a new opera, Ascher, Burgmüller, Cramer, De Meyer, Egis, Favarger, Gollmick, and all the other fantasists of the alphabet fall upon it and pick it into a variety of pieces. The "Pardon de Ploërmel" has already furnished matter for fantasies to Ascher, Richards (H.), Madame Oury, Schloesser, Kuhe, Gollmick, Rudolf, Nordmann, and Cramer. Of these we have looked at two—those by Kuhe and Cramer. Mr. Kuhe's piece commences with the lovely baritone air, "O mon rendez-vous," which is followed by the hymn to the Virgin, which leads to the "Ombre légère." Then the "Chant des Chasseurs" is introduced, and the fantasia ends with the 6-8 movement of "The Shadow Song," M. Cramer's "fantaisie-valse" is an easy version of the "Shadow Song," with some variations of a simple character.

DISASTERS AT SEA.—The *Stranger*, a brig belonging to Jersey, left Colombo, Ceylon, on the 1st of May, with a general cargo, for Liverpool. Shortly after her departure she met with a succession of very heavy gales, which caused her to leak. On the 17th of June, the leak still increasing, a fearful hurricane assailed her. The sea made a complete breach over her, sweeping her decks and threatening to wash the crew away, who were lashed to the pumps. The ship laboured so much and the leak became so extensive that the ship's situation became hopeless. However, the crew still worked manfully at the pumps, and at length a sail bore in sight. She proved to be the *Australia*, for the East Indies. On the following morning, the weather becoming threatening, the crew were transferred to the *Australia*, and the ship was abandoned.—The *Huntress* schooner, which had shipped a cargo of herrings in Wick harbour, was out in the bay on Monday week, when it began to blow strongly from the north-east. She was warned to proceed to sea; her crew did not consider it necessary to do so, but chose to ride out all night. On Tuesday morning, the gale continuing, they hoisted a signal of distress, when the life-boat stationed at the Salmon Hook put to sea, and took off the crew of the schooner, to the number of seven, with the master.

AN UNEXPECTED RESULT.—The following, from the pen of Mr. Cartledge, Sheffield, appears in this month's *Veterinarian*:—"It may be well to inform the readers of your journal, and through it the public generally, of a danger that is incurred in carrying out to too great an extent the system of subduing vicious horses introduced by Mr. Raley. A fortnight ago a mare, belonging to a gentleman in this neighbourhood, became so unmanageable as to induce him to place her in the hands of a breaker. The mare fore leg was with some difficulty strapped up, in the manner adopted by Mr. Raley, and the mare was left in that position for rather more than forty-eight hours. At the end of that time the breaker could, without fear of injury, approach her in her box and lead her round it; but the leg which had been strapped up was observed to be swollen both above and below the knee, and the mare was slightly lame. Walking exercise was, however, given in the breaker's yard daily, without any apparent increase of either the lameness or the swelling, and, with the exception of what was described to me as 'a sweating' around the coronet, nothing further was observed. To-day (August 22)—exactly a week since the mare was put into the breaker's hands—she was found in her box with the near fore foot hoofs. The hoof, with the shoe on it, was lying just within the door, and the animal was feeding as usual at the manger. My attendance was at once requested, and by my advice the mare has been destroyed, as I found that already the vascular structures at the toe of the pedal bone had been completely worn away by the friction on the ground."

ROPE-DANCING AT NIAGARA.—According to a correspondent of the *New York Times*, the astonishing tight-rope stories which we have fed our curiosity with lately are "all a hum." Writing from Niagara he says:—"I do not feel it my duty to make myself a knight-errant for the purpose of pricking all the bubbles which crafty speculators may think it worth their while to blow, or exploding all the hoaxes by which some needy character may try to turn his poor little penny. Moreover, as a citizen of Niagara, I presume that I shall, in one way or another, be a gainer one of these days by the sudden influx of money into our town which has followed the splendid success of the great Blondin humbug. Nevertheless, the thing is really getting to be so excessively and extravagantly absurd, that I can't any longer refrain from speaking the truth about it. When it comes to asserting that Blondin cooks his dinner on a tight-rope, and feeds the passengers on the Maid of the Mist with omelettes dropped like manna from the sky, I must 'speak out in meeting,' and say what none of the ten thousand infidel dupes of our wonderful story can be expected, in deference to human frailty, to be the first to make known—that for aught I know there is no such person in the world, or at least in Niagara, as Mr. Blondin at all; that he has never crossed the Falls on a tight-rope, or a slack-rope, or on any rope at all but the string of a very long bow; and that as the people of Niagara, Rochester, and the western railways of New York have already made perhaps quite money enough out of their 'jest's prosperity,' it is time that the thing should be put a stop to before foolish people elsewhere may be led into serious danger by attempting to rival feats that have never been performed. As I have not been away from home during the whole summer, I think I am a tolerably credible witness; and I must therefore assure you that the whole of this wonderful series of stories has grown up out of a bet made by a person well known in this town that he could bring more people to Niagara in two weeks than the Falls had ever brought here in as many months. How the rope-dancing dodge occurred to him I don't profess to know, but he selected Blondin as the name of his hero, because there was a Blondin once in this country with the Harels, a very good ropedancer, now retired and living somewhere in the country of Savoy, who could not, of course, hear of the story in time to contradict it. Anything tinnier or more foolish than the faces of the crowds which have succeeded each other down about the Falls on each successive day announced for the feats you never saw, and the hotels have reaped a golden harvest."

## THE SMETHURST CASE.

Dr. TODD, writing from Switzerland on the 5th, says:—"Now that the fate of the unhappy culprit in the recent poisoning case at Richmond must have been decided (and at this distance I have no means of knowing how), it cannot be improper that I should ask you to admit into your columns a detailed statement of medical facts and arguments which favour the verdict of the jury that he was guilty of the crime imputed to him, and that he effected his purpose by the administration of certain poisons." Accordingly, Dr. Todd goes into the whole case, for and against the supposition that Miss Banks was poisoned, and thus concludes:—

To put this matter in a plainer light, I will arrange in parallel columns the leading points which favour each view—namely, those which indicate the use of a combination of antimony and bichloride of mercury, and those in favour of the natural disease.

### POISONING.

Excessive and uncontrollable vomiting.  
Severe dysenteric diarrhoea.  
Absence or slight development of certain symptoms of dysentery.  
Extreme rarity of very acute dysentery, especially as an isolated case, in this country.  
Aggravation of symptoms on each change of remedy.  
Frequent changes of remedies suggested by the poisoner.  
Position occupied by the ulcers, being the reverse of that occupied by the ulcers of disease; absence of thickening of the edges of the ulcers.  
Peculiar throat symptoms—the sense of burning and constriction.  
The peculiar terrified aspect of the patient, unlike that of abdominal disease.

### DISEASE.

The dysenteric diarrhoea and evacuation of blood.  
The existence of ulcers in the large intestine.  
To explain the excessive vomiting, the defence suggested that it was caused by early pregnancy. The advocates of this hypothesis forget that a major irritation, with scarcely an exception, controls a minor, even although in a different organ; and in such a case as this there cannot be a doubt that the excessive intestinal irritation would have kept in abeyance that from the uterine condition, had it existed. Nor, I may add, is it likely that men of large experience would overlook an irritation of that kind.

It is true that a case apparently to a certain extent in point was adduced by one of the witnesses for the defence. This case was so imperfectly reported that I could draw no conclusion from it, and most certainly I should have my fears of "foul play," or "malá praxis," if I met with such a combination as uncontrollable sickness, excessive diarrhoea, and pregnancy.

After the most careful consideration I find myself unable to arrive at any other conclusion than that Isabella Banks died from the frequent administration of antimony and bichloride of mercury, with occasional doses of arsenic. Had iodide of potassium, or iodine in any other form, been occasionally added, the effects of the other poisons would have been enhanced.

I need scarcely add that it will be infinitely more agreeable to me to learn that all my arguments are fallacious, and that the innocence of the prisoner has been proved, than that another life should be sacrificed.

The following letter has also appeared:—

We, the undersigned, being eleven of the jurymen empaneled before the coroner at Richmond to inquire into the cause of the death of Isabella Banks, take the liberty of stating, in a reply to a paragraph which appeared in some of the daily and weekly papers, that the whole of the jury had agreed to a memorial for a remission of the sentence of Dr. Smethurst, that such a statement is entirely false, and without our knowledge, and that we still adhere to the decision we came to, believing it to be strictly in accordance with the evidence adduced. Francis Brewer, William Yates, Henry Miles, Benj. Chas. Ball, Robt. Wood, Thos. Meadows Clarke, George Trussler, John Ernest Chitty, William Sanders, Alfred Barber, Thomas Hill. Richmond, Sept. 7.

## THE POPLAR POISONING CASE.

FRESH evidence has been given in this case. The mother of the deceased said: On the 30th of May I was sent for to see my daughter. I found her in bed very ill. The prisoner was in the room and walked out when I entered. I went after him, and brought him back. I said to him, "Mrs. Allen says that my daughter has been poisoned, and I think you have done it." The prisoner offered to accompany me to the doctor; and when we arrived the prisoner waited outside. I said to the prisoner, after I left Mr. Webb, the surgeon, "George, I have been too rusty perhaps. Do you think my daughter has taken anything herself?" He said, "No, I think not. I used to keep poison to polish my work, but I have not had any a long time by me." . . . . . Thursday afternoon I called again, and she then appeared much worse and in great agony. I asked her what she had been taking, to which she answered, "Only a cup of milk." In the evening the prisoner seated himself at the foot of the bed, and smoked his pipe. Afterwards went into Mr. Allen's parlour. I followed him, and said to him, "You have murdered my child." He said, "I have not given her anything." On Friday morning the prisoner came into the room, looked at my daughter, and asked how she was. She said, "I am very bad." He then packed up his tools, kissed my daughter, and went away. As he was leaving the room my daughter said, "Oh, George, George, this will be the last of me." He then left the house, and did not return. I have not seen him since until this day. After the prisoner had left the house my daughter said, "God forgive that wicked man." Her sufferings were beyond description, and she could not say any more than "God forgive him."

A Mrs. Fyfe said that some cruel which the prisoner made affected the deceased "most dreadfully." Witness took her three or four cups of tea. She drank them, and said, "God bless you, that stops on my stomach, but what he gives me I bring up again directly."

Dr. Leneby described the results of a chemical examination of portions of the deceased's body. He says he found a foreign fluid substance, undoubtedly poisonous, but at the nature of which he had failed to arrive. He had killed three birds and a guinea pig with it. It resembled croton oil, or white hellebore. Altogether, the doctor was of opinion that the deceased had died of the effects of a powerful irritant poison.

The prisoner was committed for trial.

THE NEW BRIDGE AT WESTMINSTER.—It is now confidently anticipated that the first half of this bridge will be ready to be opened for public traffic early in the spring of the ensuing year, when the old bridge will be at once removed, and the construction of the other portion of the new bridge proceeded with. Great progress has been made within the last few weeks in the construction of the upper section of the new bridge; all the arches, with the exception of that next the Middlesex shore, have been turned, and a great portion of the permanent way has been laid down.

NOVEL ATTEMPT TO ESCAPE FROM PRISON.—A negro in the Sing-Sing prison, New York, determined to make a desperate effort to regain his freedom. Being unable to swim, he managed to obtain a board, through which he cut an aperture sufficiently large to admit his head. Over this hole in the board he placed wires, fashioned somewhat in the shape of a hat. Having rigged his apparatus, he watched for an opportunity to try his skill in navigating the waters of the Hudson River. At length the long-wished-for time arrived. Having reached the water, he placed a bunch of straw over the wires, and thrust his head through the hole. Keeping close enough to the shore to remain within soundings, he made his way northward by the guards, and began to congratulate himself on the flattering prospect of his enterprise, when some small boys sitting on the bank of the river took it into their heads to bring "that bunch of straw ashore." The negro heard their approach, and, supposing that he had been discovered by the guards, threw up his hands above the water, and steered his course toward the shore. The screams of the frightened boys attracted the attention of some of the prison officers, who found George Smith, and conveyed him back to durance. However, he succeeded in again escaping.

A NEW TELEGRAPH CABLE EXPEDITION.—Colonel Shaffner has sailed from Boston, United States, with the object of surveying a new route for a telegraph cable to England. He proposes to start for the Gulf of St. Lawrence, then coast along the shores of Labrador to Hopdale, or about 56 degrees north latitude, sounding occasionally to find a deep bay, for the American termination of his cable; thence pass to South Greenland, sounding there, and examining the country for an underground line, in case it should be necessary to have a line across Greenland; thence the route will reach to Iceland, where boys will be sounded and shores examined for a land line. The expedition will then go to Faro Islands, where the wires will branch, one line running southward to Scotland to reach England, the other to Bergen, Norway. The longest cable will be from Labrador to Greenland—about 500 miles; thence to Iceland, between 300 and 500 miles, according to points touched; from Iceland to Faro Isles, 270 miles; from Faro to Scotland, 200 miles; from Faro to Norway, 200 miles.

THE QUEEN has given 100 guineas towards paying off the debt of the Royal Infirmary of Glasgow. The Earl of Inghin is on a visit to her Majesty at Balmoral.

THE CIRCASSIAN CHIEF SHAMYL is said to have been taken by the Russians. He is to be sent to St. Petersburg.



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# SUPPLEMENT TO THE ILLUSTRATED TIMES

LONDON, SATURDAY, SEPTEMBER 17, 1859.

## DEPARTURE OF THE GREAT EASTERN. PREPARATIONS FOR MOVING OFF.

AFTER having encountered every vicissitude to which a commercial speculation could be exposed, and endured every danger most calculated to test the strength and stability of the ship itself, the Great Eastern for the first time cast off her moorings on the morning of September 7, and in the course of a few hours was safely anchored off Purfleet. It was originally intended that the departure should have taken place on the preceding day, every confidence being felt that the preparations for sea would then be complete. As usual, however, the thousand and one little odds and ends which are never finished, because not found wanting till the last moment, remained to be done, and, probably of all the busy hours which have been expended on the completion of this vessel, none were more actively employed than those of the day immediately preceding her departure. Almost all trades had their representatives on board, and apparently every branch of manufacture was diligently pursued at once; decks and saloons were lumbered up with bales of bedding, piles of furniture, and masses of crockery; smiths were busy "closing rivets up" with a clamour from which even the size of the ship was no protection; plate from Elkington's was being stowed away, men were busy hanging costly chandeliers from Defries's, every one seemed in a hurry, and struggled and stumbled amid a confused mixture of shavings and forges, anvils, guns, anchors, cables, barrels, and hawsers. Below the confusion was not much less, though made up of different materials, and at the first glance it seemed hard to believe that the chaos of sofas, dinner furniture, mirrors, chandeliers, and carpeting would ever be in their proper places by the morning, and form the fittings of rich and well-furnished saloons. Such, however, was really the case. Mr. Parry, to whom the contract for furnishing the fittings of the ship had been confided, worked with the most indefatigable energy, and during a few short hours immense progress was made. Mr. Atkinson, the Trinity House pilot, to whose well-known care and skill this noble vessel was intrusted, came on board overnight, and his assistants arrived soon after dawn on the morning of the departure. Just as a faint grey light began to break upon the river the preparations for getting under way were made. Several powerful tugs were in attendance, the four principal ones being named, curiously enough, the Victoria, Napoleon, Alliance, and True Briton. Moving the Great Eastern, however, was not an affair of casting out a towrope and going ahead. There were, of course, the usual routine amount of shouting, and inexplicable orders and counter-orders, and fussing about of the tugs, before all was in readiness. Mooring after mooring was then slipped off. Captain Harrison and the pilot took their places on the starboard paddle-box. Mr. Scott Russell remained on the bridge to direct the action of the engines, both of which (screw and paddle) were under steam. Captain Comstock, one of the ablest American navigators, who brought the General Admiral over to this country, stood aft to transmit directions to the men at the wheel, as Mr. Langley's new steering apparatus was not completely fitted. Mr. Prouse, the chief officer, took charge of the fore part of the ship, and to all the other officers were allotted stations, either to transmit directions or signal to the tugs.

### THE START.

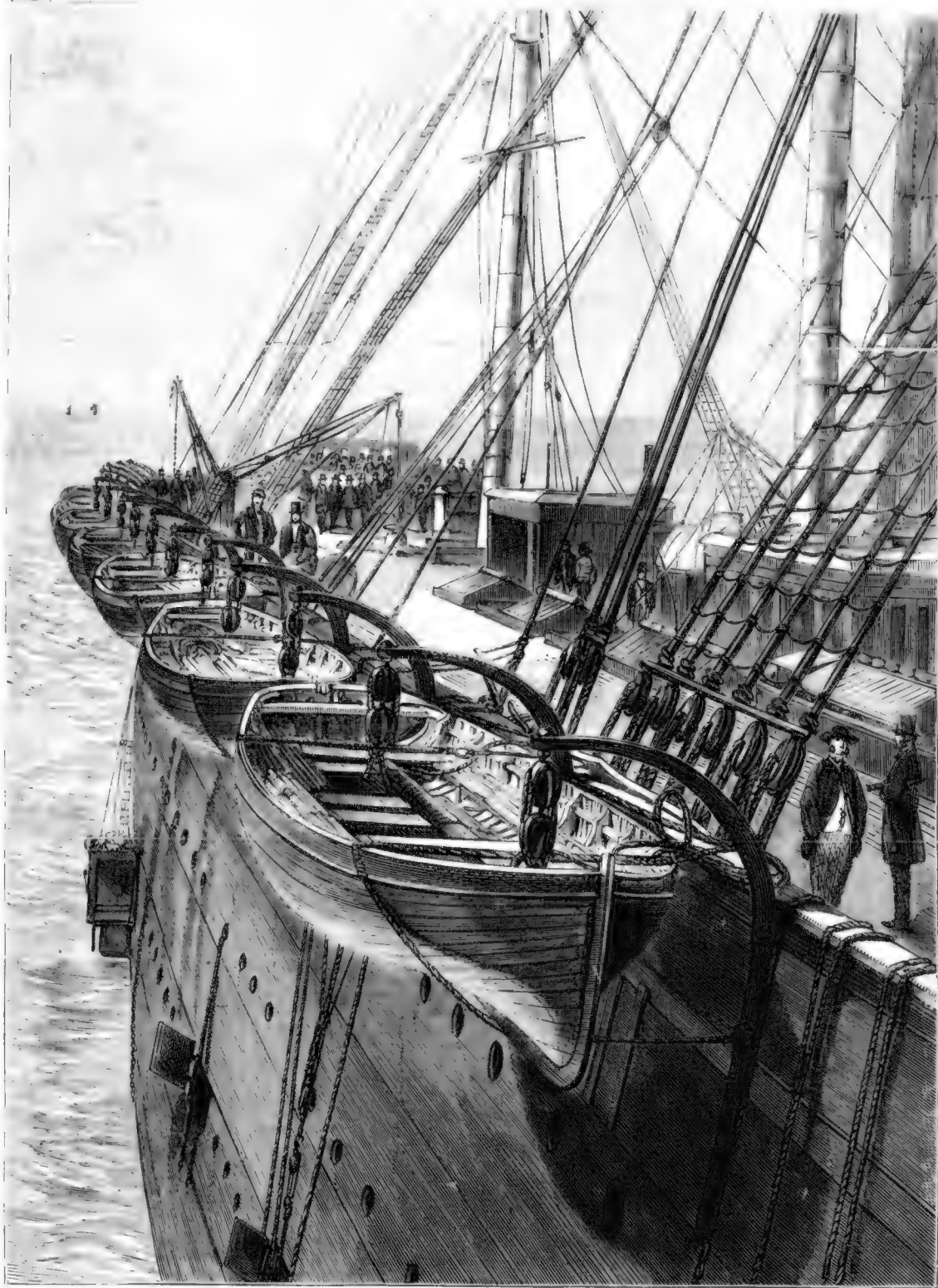
Precisely at a quarter past seven the last moorings were let go, but as at this time the sweep of the tide had turned the great ship's bows in, so as to point rather in shore of the Seamen's Hospital Ship, it was necessary to turn her slowly astern to get sufficient room to round the very sharp curve of the river below Greenwich. The screw-engines started first, working beautifully, without noise, heat, or even apparent vibration, and, when the paddle machinery came into play, a few revolutions sufficed to get her head round to the point required. Then was the order given to go ahead slowly, and for the first time the Great Eastern started into motion, and with the slow majestic beat of her huge paddles moved grandly down the river. The general public had evidently put but little faith in the announcement that the Great Eastern was at length about to leave the river, so that, until the preparations were made for actually moving off, there was little stir apparent. Gradually, however, as the steam-tugs began to move about and get their towropes in, it seemed suddenly to break upon the amphibious population at both sides of the stream that they were at last about to lose a vessel whose presence has made Deptford and the Isle of Dogs famous throughout the world. Then ensued an extraordinary scene. Thousands upon thousands of people were seen rushing to the river side from all points. Boats of every kind and size were launched crowded to the water's edge, and the stream and its banks seemed suddenly instinct with life. There were not so much cheers as continuous shouting—a genuine outburst of enthusiasm and delight. Even the wan and sickly inmates of the Seamen's Hospital Ship turned out upon the deck or crowded the ports with their worn faces to give one shout or wave a cap to the vessel which swept so grandly by. The very first turn at Greenwich showed Captain Harrison and all the officers of the vessel that the great ship was as thoroughly under command as a river steam-boat, and that the only difficulty to be overcome, or rather to contend against, was her length in turning the sharp curves of the river at Greenwich, Blackwall, and Woolwich. The vessel's draught was 21 feet 10 inches aft, and 22 feet 3 inches forward—about the very worst trim in which she could have left her moorings, being down by the head five inches instead of some five feet down by the stern. Twenty-three or twenty-four feet may appear no great depth of water; but when it is recollected that this was the minimum required at the turnings, and over a length of 800 feet, which is more than the breadth of the Thames at Westminster, it will be seen at once that these angles were at first regarded with a certain amount of anxiety and distrust. A few moves of the vessel, however, showed that she was perfectly in hand. She steered as easily as a wager-boat, and her engines were found capable of starting her into motion or arresting her progress literally almost by

a single movement of the hand. At Greenwich, on both sides of the river, an immense multitude had collected, but it was at Blackwall that the first really great ovation was made. The news of her departure had spread far and fast, and from the deck of the great ship the shores could be seen at Blackwall Point literally darkened by people. Every house was crowded, and the roofs covered with spectators; the mast-house was occupied, the pier swarmed, the tops and yards of the vessels in the docks seemed alive. As the great ship approached the enthusiasm seemed to pass the bounds which ordinarily mark such displays with Englishmen. The dense mass cheered, shouted, waved hats, shawls, handkerchiefs, with an abandon of gratification that was heart-stirring. It was really almost a national reception, and all seemed to have, as Englishmen, a share in the finest, swiftest, strongest, and

handsomest ship which the world has yet seen. There was but one drawback on the enthusiasm and happiness of those who were on board, which was caused by the absence of the eminent man to whom the conception of the ship was due—Mr. Brunel. A severe illness prevented his being present at the first triumph of the grandest idea which has ever been originated in naval architecture.

### AN ANXIOUS MOMENT.

Blackwall Point was the turning-point in the fortunes of the Great Eastern. The river at this place forms an acute angle, round which the tide sweeps with strong but most unequal force. The admirable manner in which Captain Harrison and the pilot, Mr. Atkinson, managed the ship, the power and regularity with which the engine



BOATS ON THE STARBOARD QUARTER OF THE GREAT EASTERN STEAM-SHIP.

worked, would, if left unobstructed, have soon got the vessel round this place. But, of course, right in the centre of the river a barque, the Kingfisher, was moored; while a little beyond her lay a schooner in such a manner as effectually to block the "fair way" down the stream. The tugs were signalled to get the Great Eastern's head round, and tried to do so, but the strain was too much. At the most critical moment two of the hawsers parted, and for a few minutes the noble vessel was, beyond a doubt, in a perilous position, as the sweep of the tide was strong and in an instant drove her towards shore. Nothing but the great power of her own engines saved her here, though it was a delicate matter to use them properly. It was necessary instantly to counteract the influence of the tide and get her head off shore; but, at the same time, to do so in such a manner as would not give way enough to take her on shore on the opposite side of the river.

Fortunately this was effected, fresh hawsers were passed to the tugs, the barque, the cause of all her peril, shipped her anchor, and, after an anxious delay of some ten or fifteen minutes, the Great Eastern worked slowly round and turned the point of danger. This was a great relief to all on board, and the moment the point was safely passed carrier pigeons were sent up from the vessel and the shore to spread the welcome news.

### THE GREAT SHIP ANCHORS OFF PURFLEET.

At Woolwich there was, of course, a tremendous concourse of spectators. Every spot which could, and doubtless many which could not, command a view of the ship were thronged. The Dockyard, the Arsenal, every place was covered. The Figgard had her men in the shrouds, who welcomed the safe arrival of the vessel with a regular



"three times three," which was echoed back from both sides of the river by an almost countless multitude. It is very probable that another such ship may pass down the Thames, but it seems not possible that the same amount of interest can be manifested in any other vessel again, no matter what her size.

Once past Woolwich, all the difficulties were over. The tugs continued their assistance, but the vessel was so perfectly under control that, while the tide was against her, their assistance might have been easily dispensed with. But for the delay at Blackwall, Gravesend would have been reached by eleven o'clock. As it was, however, the tide turned and set with the ship before that hour, when the vessel was at the Long Reach, off Purfleet. An immediate halt was therefore necessary, as, in turning a few sharp corners with the tide, the vessel's whole broadside would become exposed to the full force of the stream, and not all the tugs in the river would prevent her going ashore at once. It was therefore determined to anchor off Purfleet till the following morning. A single one of Trotman's anchors was let go at the bows, and the course of the ship, which it was said no anchors could ever hold, was at once checked, and the Great Eastern actually began to swing round in the Thames as much under command as a cutter. For the single instant during which she swung and remained broadside to the stream she seemed literally to bridge across the river. There was room enough for her to swing, but not a foot to spare. The vessel came round to the full force of the tide, and her chain cable taunted up out of the water for a moment like an iron bar, but the single anchor never yielded an inch from the spot where it was first dropped.

The stoppage of the Great Eastern at Purfleet was a sad disappointment to many thousands who had been collecting at Gravesend all day in the firm belief that she could or would stop nowhere else. Her slight detention at Blackwall Point, however, prevented this, and it became absolutely necessary from the state of the tide to bring up at once at Long Reach. The distinguished arrival threw Purfleet into a state of uncommon excitement. Every one within moderate reach of it by road or rail hurried to the little village till it was thronged to the water's edge. Gravesend, also, seemed most unwilling to yield up its share in the great occasion without an effort, and before long crowded boats steered round and round the ship, the passengers cheering till they became hoarse, while the bands played "See the Conquering Hero comes," "Rule Britannia," and all sorts of musical welcomes. For the rest of the evening there was a constant repetition of such visits. Not a vessel passed that did not turn up hands to cheer, while many, as they came down the river, dressed in flags from stem to stern. It was not till night had fallen that the great ship was fairly left alone, and began swinging round to her anchor with the rising tide. The night was a little puffy, and seemed inclined to become more so, but the wind fell as the moon rose, and the weather eventually settled down into a dead calm. It took upwards of an hour for the tide to turn the ship fully round, and at low water, as she lay across the river for a short time in turning, she might almost be said to have stopped the navigation with her colossal bulk. During the night she swung twice again, and by daylight was lying with her head fair for the resumption of her course down the river. It seems almost incredible that a ship of such a size could have swung in any part of the Thames, but only nautical men can appreciate the fact of her doing so in a strong tide-way with a single six-ton anchor, which was crossed and recrossed no less than three times without the chain fouling it or the anchor being disturbed in its hold. The Marquis of Stafford joined the ship during the night, having travelled all the way from Scotland to witness the Great Eastern's first efforts. Lord Alfred Paget came on board early on the following morning. Among other notabilities who accompanied the ship on her first trip may be mentioned Lord Mountcharles, Mr. Campbell the chairman of the Great Ship Company; Mr. Scott Russell, Mr. Herbert Ingram, M.P., Mr. Ayrton, M.P.; Admiral Paris holding an official position at Brest; Captain Comstock, Mr. Francis Fuller, Mr. St. George Burke; Mr. Nasmyth of steam-hammer celebrity; Messrs. Penn, Jun., Appold, and McConnell, engineers; Mr. Trotman, the inventor of the well-known anchor; Mr. Smith, the originator of the screw-propeller; Mr. George Grove, the secretary to the Crystal Palace Company; Mr. Crace, the decorator of the grand saloon of the Great Eastern; Mr. Hobbs, the American locksmith; and Alderman Sir R. W. Carden.

#### PASSES GRAVESEND.

At about half-past eight on the morning of the 8th the great ship was again under way. One turn in the river a little below Long Reach required to be carefully rounded, but with the depth of the water and greater breadth of the river this was accomplished with comparative ease. Just after passing it, a little brig, which was quite safe when she was sailing up, appeared frightened at the sight of the huge vessel, and, altering her course, was almost across the path of the Great Eastern, and within an ace of being run down. As the vessel approached Gravesend multitudes of people could be distinguished along the shore. Gradually, as she came nearer and nearer, the air rung with their cheers, and the river was covered with boats of every shape and size crowded with people, all shouting or waving hats and handkerchiefs. There was something almost affecting in the spontaneous enthusiasm and delight with which all seemed to hail the release of the noble ship from her long thralldom in the river. No matter whether it was a Hamburg or Rotterdam steamer with half foreigners on board, or a fishing-smack with a couple of men in the bows, none seemed too high or too low to do her honour, and her voyage down the river was one continued scene of vociferous welcome. Off Gravesend and in front of the thronging piers and terraces were several large troop-ships with detachments on board for India. The crews were in the shrouds of these; the soldiers, grouped in picturesque masses, stood on deck. From all the great ship got a welcome which was worth a long journey to see, and which, triumphant as may be her reception in the States, is never likely to be surpassed, nor often equalled. With the parting cheers still floating across the water, Gravesend was left behind, and the two tugs ahead began to go at greater speed as the Lower Hope was passed. Soon the water changed its tint from dirty black to muddy green, the cool air came fresher across the reaches, and those on board rejoiced at last at the long-wished-for approach of salt water. The transition was marked in the usual disagreeable manner by the boilers "priming," as it is termed, and throwing showers of muddy water from the steam-pipes over all the deck. This unpleasant inauguration, however, was soon over as sea-water was fairly gained, and preparations were made for casting off the tugs and leaving the Great Eastern for once and for all upon her own resources.

#### THE TUGS ARE CAST OFF.

As soon as this was accomplished, it became evident that the wanderer thus cast adrift was better able to take care of herself than any vessel that has ever yet floated or the world has ever yet seen. Still, as the event marked the commencement of what we believe will be a long and triumphant career, and one which will inaugurate a new era in ocean steamships and ocean navigation, it deserved to be marked. The tugs were cast off at Chapman's Head, at the top of Sea Reach, the passengers, with the ship's band, being assembled aft, and the crew forward. The National Anthem was played as the smoky auxiliaries left her head to her own control—the passengers cheering from one end of the vessel, while the crew swarmed into the shrouds forward to return the compliment. Thus the tugs were let go, after having performed their arduous duty under the most difficult circumstances in a way that commanded the admiration of the most experienced pilots on board. As soon as the vessel was left to herself an increased amount of speed was got on her. This was done, not in the least with a view of testing her power, but literally only to give her good steering-way and move her engines easily.

#### SPEED ATTAINED BY THE GREAT EASTERN.

Throughout the whole course down the river the paddle-engines had never been moved at a greater speed than from four to six revolutions per minute, and the screw at from twelve to eighteen. In fact, neither engine was moved till it became actually necessary to assist the tugs.

When, however, those valuable little aids, which had realised the fable of "The Mouse and the Lion," and freed the Great Eastern from all her river toils, were cast adrift at Chapman's Head, more speed was put upon the vessel, and in ten minutes she set at rest for ever all doubt as to her being the fastest vessel beyond comparison in the world. It has already been stated that the proper sea-going trim of the Great Eastern is a little over four feet down by the stern. Instead of this she was six inches down by the bow, while her whole draught of water was too light to allow the proper immersion of her paddle-floats, and not less than four feet of her screw-blades were out of water.

Any one at all acquainted with steam-ships will see that an attempt at the real speed under such circumstances was out of the question. Yet even in this trim enough was done to show the marvellous power which this vessel will possess when fully ready for sea. At the same time the Eastern is intended to work at 25 lb. of steam, the paddles going four and a half revolutions, and the screw 53. On her way to the Nore the pressure of steam was under 17 lb.; the paddles never actually reached nine revolutions, and the screw only 27. Yet, even when not employing two-thirds of her power, and in the worst trim, against a strong tide, she ran from the Lower Hope Point to the Nore light-ship, a distance of fifteen statute miles, in two minutes under the hour. Calculating from this data, it will be found that working to her ordinary sea-going power will give her, even in her present trim, an average of from eight to nine miles an hour. During the time that the vessel was going at this speed of thirteen knots, or fifteen miles, the engines were running at an ease that, when their size and power are considered, was perfectly astounding. There was scarcely any vibration on the vessel, and, as far as could be gathered from outward objects, one might much easier have imagined oneself writing in a Parisian salon than in the State cabin of the Great Eastern lying down to the Nore. One thing, however, with the vessel is as remarkable as her other characteristics. When going thirteen knots an hour there was an utter absence of "swell" in her wake—even less, as far as could be judged from the deck, than is made by the small above-bridge steamers, and not one-half as much as was thrown up by our own tugs.

#### SHE ANCHORS AT THE NORE.

The Nore Light was reached half an hour after noon, and the anchor was let go in eight fathoms, with forty-five fathoms from the lower end. Before anchoring the vessel was put about, and went completely round under steam in less than three-quarters of a mile. A few minutes afterwards Admiral Harvey came alongside in his yacht, dipping his ensign as he approached, as was the case with every vessel, man-of-war or merchantman, which met the Great Eastern on her course. In an hour afterwards the ship was surrounded by yachts and sailing-boats of all kinds. During the run down from Gravesend the fixing of Mr. Langley's steering apparatus was completed, and worked to perfection. Captain Comstock was, as on the previous day, at his post on the bridge, directing the steering by the signal-indicator. Captain Harrison and the pilot were on the starboard paddle-box, and Mr. Scott Russell directed the engines.

The great ship was now fairly anchored in salt water, and every one felt that the present was a time for congratulation. The gala dinner was a grand affair. Several congratulatory speeches were made by the Marquis of Stafford, Lord Alfred Paget, Mr. Campbell, and Mr. Scott Russell. In the evening several "private parties" were held in "private cabins." Berth 144 was asked out by berth 455; 500, and several other numbers, looked in; and the "festivities were prolonged to a late hour." Everything was going on so prosperously, and the safety of the noble ship seemed so well assured, that the guests began to find leisure to criticise the *cuisine*, and, as all Englishmen will do, to grumble at the arrangements thereof. The somewhat restricted flow of champagne, and the entire absence of claret, unsatisfactorily explained by the commissariat authorities as being due to the continual sitting of some mythical custom-house officer on the champagne-cases, were freely commented upon, and port and sherry were declared to be mere "kitchen wines."

But, with a slight undercurrent of grumbling, gaiety decidedly prevailed. The noblemen on board were prodigiously popular. Lord Alfred Paget, in his blue pilot suit and checked shirt, was pointed out as the true model of the English "Jack Far," and his freedom from patrician arrogance, in filling his own water-jug and walking down to his berth therewith, was gleefully expatiated on. As for the Marquis of Stafford and the Earl of Mountcharles, these peers and officers in the Life Guards, with their rough-and-ready manners, softened by charming urbanity, won all hearts; and the pretty young ladies, of whom we had a plentitude on board, seemed to feed off these noble youths to a far greater extent than they partook of material dainties at the dinner table.

#### INDICATIONS OF SQUALLY WEATHER.

As the night fell on Thursday, after anchoring at the Nore, there seemed a fair chance of seeing next day how the great ship would comport herself in a smart sea down Channel. The glass sank as the wind and sea rose. The scud began to fly across the moon, a misty sleet drizzled at intervals, and the tightened shrouds began to hum with a sharp clear noise as if the very rigging was wakening up for a conflict with the elements. Gradually the sky grew overcast, not with clouds, but a uniform thick tint, as if sea, sky, and air were painted a dull slate colour. Taken in the aggregate, there were the premonitory symptoms of a "dirty night" in the Channel, and there was reasonable expectation of a still "dirtier" day. The dawn disappointed no one who wished to know how the Great Eastern would behave in a sea-way.

All around, at various distances, the sea was dotted with sailing-vessels of various rigs, and steamers of every size and power. Stretching over the high bulwarks, we could see them pitching and rolling like cockboats, and with the sea washing over their decks, whilst the Great Eastern floated as still and steady as a rock. Such ships as were going free "off" the wind were pressed down to their lee bulwarks, and the foam might be seen toppling over their bows as they plunged heavily into the sea. Others which were beating to windward were under double-reefed topsails, and it was only by these indications people on board the great ship could learn that they were in anything but smooth water.

#### THE RUN DOWN CHANNEL.

Raising the anchor proved a task of great difficulty on the morning of Friday (Sept. 9). The men pushed hard at the capstan-bars to the strains of the pipe, and numbers of the more enthusiastic passengers volunteered an incumbering assistance. The steam gear pulled and snorted, and wrestled until at last the restraining gear gave way under the numerous strains, and the leaving operation had to be suspended. But the resources of the ship were inexhaustible, and the well-known "movable fluke," which up to that moment had proved to be the very type of immobility, might be seen peering stealthily through the blue water. We could soon hear a soft, pleasant, full sound, which indicated by a regulated succession of beats that both paddle and screw had resumed their work, and that the vessel had begun to move.

As she steamed on her course the brisk breeze was rapidly rising into a gale, and the "mackerel sky" which makes the ocean sailor look grave was spreading over the horizon.

The Girdler Sands were passed soon after ten o'clock. The breeze still kept freshening, and the old mackerel, among the shrouds and rigging became louder and louder. It was now that one of the prettiest objects of the voyage presented itself. Lord Alfred Paget's yacht, the *Resolute*, which had hitherto, by crowding all sail in a strong wind, managed to keep up with the Great Eastern, was at length obliged to give in, and ran gallantly into Margate harbour. The North Foreland was sighted at a quarter to eleven, and Margate and Ramsgate were passed in that hazy watery sea when the sea and sky are so mingled together that it is hard to tell where the spray ends and the clouds begin. In this unfavourable atmosphere the Great Eastern steamed past the Goodwin Sands, those fatal shifting banks, down in whose treacherous depths so many tall ships lie buried, and whose position is marked by the spiteful breakers above them for many a mile. She now threaded her way through the numerous ships which were lying in

the Downs. The crews crowded their decks, and seemed to gaze at the monster vessel in astonishment, and, in despite of the danger of the weather, cheered and cheered, as with calm and unregarded majesty she pursued her course.

#### A DARING LITTLE CRAFT.

When off Dover the wind had risen to a strong S.W., and a pilot-steamship, with the triebord at the main and fore, was seen coming regularly out of harbour and making for the great ship, a report of destination. So much did she labour her way that her bowsprit and masts, which were as steady as a rock, were seen to tremble, and persons who were unaccustomed to the terrors of a storm, with pain and anxiety, in the firm conviction that they would be engulfed. She pitched heavily, and the waves could be seen sweeping at her bows. She was crowded with passengers, and ordinary circumstances would have been sufficient to render her berths, were crowded upon her bridge, and she was a ship, and clearing with the greatest ease. States were exchanged, and ensigns were "dropped," and the little vessel put her helm down and ran up the coast. This might be said to be our first incident since leaving the Nore, and it caused a deal of speculation and discussion, and a most striking means of judging by comparison of the great ship's sailing capabilities of our own vessel. The little steamship, however, had been presumptuous enough to try her power against the great ship, but the latter seemed to treat her pique with the most sublime indifference, and to pass her by without the slightest increase of effort. The passengers were in circulation about our visitor, and the impressions from the rest started the bold theory that she was a pilot-steamship, the ubiquitous Emperor was on the scene, and that marine wonder.

There was one pleasing trait cheered us through. Every vessel that came near enough to be heard came seemed to be our eager partisans, so that a great part of the time was spent in exchanging the compliments of the crew. Two-thirds of our side the whole sympathies of every sailor looked upon the ship as the peerless champion. One great transport, laden with troops, men-of-war, and a demonstration, and was subsequently found to be a ship which had formerly been commanded by one of our officers, and that the crew had taken this means of testifying their respect for their old captain.

#### THE WEATHER BRIGHTENS.

Once through the Strait of Dover, the weather brightened considerably, and as we passed majestically along the south coast could be distinguished rising successively up water-line. The sun shone brightly, though it was still hazy; the seagulls were in high spirits, and people went about in lands and congratulating each other on the success of their experimental voyage. Attempts were made by one of our enthusiastic to ascertain the speed we were going by timing the wood overboard, and noting the time in seconds when it struck the stern. A mean of a number of these was struck, the result of one knot in 5.7, about equal to 10½ knots an hour. The time the paddles were making six revolutions and the screw being capable of fourteen, and the latter of forty, a statement from an official source was, that during her voyage the ship steamed at the rate of seventeen miles an hour. Everything up to this moment had gone "merry as a marriage bell," and shortly before four o'clock the sound of the trumpet collected a lively party in the saloon as had probably ever sat down to a dinner aloft.

#### AN EXPLOSION ON BOARD.

Dinner was over. It was six o'clock, and we were off Hastings, about seven miles distance from the shore. The majority of the passengers, having finished their repast, had gone on deck. The crew, had retired, and, as every one conjectured, according to the custom, to their boudoir. The dining-saloon was deserted, except a small knot of joyous guests, all known to each other, who were round the most popular of the directors, Mr. Bagnall. The man, his hand on the shoulder of his young son, was apparently unregarded, to the eloquence of a friend, who, on his merits while proposing his health. The glass was raised, and the orator's peroration had culminated; the revelry was at its height, when—as if the fingers of a man's hand had come out of the wall, and written, as in sand, that the Medea and her crew were the veritable cause of a tremendous explosion, a tremendous explosion followed. Then came a tremendous explosion, as of thunder, but solid, as of objects that offered resistance, sweeping, rolling, swooping, rumbling sound, as of cannon, rolling along the deck above. The rumbling noise was followed by a crash of the dining-saloon skylights, and the irruption of fragments of wood and iron, followed by a thick cloud of powder, glass, and then by coldst. There was but one impulse, one rush to go on deck; to ask, "What can it be?" On gaining the deck it could be seen were billows of steam and smoke rolling up the air, and who were on deck at the time the explosion occurred, the forward part of the deck appeared to spring like a mine, and funnel up into the air. Then there was a confused hum, which arose the awful crash of timber and iron mingled, and all was hidden in a rush of steam. Blinded and almost by the overwhelming concussion, those on deck stood almost motionless in the white vapour till they were reminded of the necessity of shelter by the shower of wreck—glass, gilt work, saloon, and pieces of wood, which began to fall like rain in all directions. The prolonged clatter of these as they fell prevented any conversation from moving, and, though all knew that a fearful accident had occurred, none were aware of its extent or what was likely next to happen. After a short interval, during which the white steam obscured all aft the funnel, Captain Comstock, who was on the deck, tried to see what had occurred, but he could only ascend by the over the edge of the paddle-box that the vessel's sides were undamaged, the engines still going. Gradually then, as the steam cleared, the foremost funnel could be seen lying like a log across the deck, and was covered with bits of glass, gilding, fragments of curtain hangings, window-frames, scraps of wood blown into a mass of fragments, which had evidently come from the upper deck, the lower deck, beneath the grand saloon. In the middle of the saloon where the funnel had just stood, from a great depth of steam was rushing up in a white, and therefore not visible, but enough to hide completely all that had happened below.

#### THE SEARCH AMONG THE RUINS.

Captain Harrison, who was at the moment of the explosion, rushed forward, and, seizing a rope, lowered himself down into the steam into the wreck of the grand saloon, and, calling to him to follow him, began a search among the ruins for those who had happened to have been below. The only one in the apartment was a little daughter, who had just arrived at the after-part of the moment of the explosion, and who, completely sheltered by a piece of iron bulkhead, had escaped, by a miracle, totally unharmed. Captain Harrison at a glance saw that she was uninjured, and, giving her to pass her up through the skylights, continued his search. The wreck and rubbish piled in all directions, but the small saloon, forward of the funnel, made it difficult to get about. The steam hid almost every object; the place was first floor in parts upheaved and risen, so as to show a still more terrible smash in the saloons and cabins below. The bright glare beneath the lower deck of all the lower doors had either been blown open or blown away, and the flames and the draught was down the remains of the chimney, the flames and ashes in a fierce and dangerous stream. This, as the embers touched water, sent up a close, suffocating air—half steam



If it were not for the fact that it was difficult to see and almost impossible to hear, the men on board, including the visitors, took to restore order and confidence. There were fortunately no serious injuries, or the matter would have been much worse. The ablest engineers and machinists were on deck, who could guess what had happened and what worse might follow. A fire, similarly to that which had blown up, was evidently intensifying, and of those present none knew to what extent "picket," or outer casing, had been damaged or how soon it might blow. Mr. Scott Russell, followed by one or two engineers, at once went down to the furnaces of these boilers, and ordered the fire to be blown off, the speed of the engines to be reduced, and every precaution taken to guard against mishap. Mr. Caspell remained calm and composed on deck, getting the crew forward and preventing any unnecessary alarm. Some of the men, led on by Mr. Prowse, the chief officer, instantly went below to search for the employed in the stoke-hole, whom it was now evident must be fearfully injured, if not killed.

#### A MAN OVERBOARD.

A moment a cry was raised of "A man overboard!" Some of the crew and many of the passengers went aft, when something like the figure of a human being was visible among the waves. Life-buoys, anchors, and bits of timber were thrown over all at once, and two men were endeavouring to lower a boat, when it was stated that the man was a false one. Unhappily, however, it was but too true, as was afterwards ascertained. The man was a fireman, and when the explosion took place he rushed, to avoid the steam, to the aperture of which the ashes were emptied, and from this jumped and caught at a beam under the "sponson," in front of the paddles. To this, it is said, he hung for a few moments, when, probably weakened by the explosion, or scalded by the steam, he relaxed his hold, and falling under the paddles was, of course, instantly killed by them, and so dotted past unseen.

#### TWELVE FIREMEN AND TRIMMERS INJURED.

The effects of the catastrophe soon became lamentably apparent. One by one, borne on the shoulders or in the arms of their comrades, or, in one or two cases, staggering past, came by the unfortunate men who had been scalded in the stoke-hole. Two or three of these poor fellows were taken to the deck almost, if not quite, unassisted, and this may have led to the belief that their injuries were slight. Their aspect, however, told its own tale; and none who had ever seen blown-up men before could fail to know at a glance that some had only two or three hours to live. A man blown up by gunpowder is a mere figure of raw flesh, which seldom moves after the explosion. Not so with men blown up by steam, who for a few minutes are able to walk about, apparently almost unharmed, though in fact mortally injured beyond all hope of recovery. This was so with one or two, who, as they emerged from below, walked aft with that indescribable expression in their faces only resembling intense astonishment, and a certain faltering of the gait and movements like one that walks in his sleep. Where not grimed by the smoke or ashes, the peculiar bright, soft whiteness of the face, hands, or breast, told at once that the skin, though not broken, and in fact been boiled by the steam. One man walked along with the movement and look I have endeavoured to describe, and seemed quite unconscious that the flesh of his thighs (most probably by the flashes from the furnace) was burnt in deep holes. To some one who came to his assistance he said quietly, "I am all right: there are others worse than me. Go and look after them." This poor man was the first to die. Another stoker was brought up with the scalp hanging in raw strips from his head. One of the crew went to assist another fireman, and caught him by the arm, and beneath the grasp of those who thus aided him the skin peeled off the poor fellow's hand and arm like an old glove, and this, too, without the sufferer apparently feeling or knowing it.

As fast as the men were got up they were taken aft to the infirmary, where cots were prepared. Drs. Slater and Watson, the surgeons of the ship, with one of the visitors, Dr. Markham, of St. Mary's Hospital, were at once in attendance, and everything which unrelenting kindness or medical skill could suggest was at once done for their relief. It was, however, seen at once that but little hopes existed for many, if not the majority, of the sufferers, who were twelve in number. Most of them seemed very restless, and almost if not quite delirious; but a few of those whose injuries were likely to be more immediately fatal remained quiet, half-unconscious, or at most only asking to be covered up, as if they felt the cold. For these latter all knew nothing whatever could be done, as, in fact, they were then dying. The first process on the part of the medical men was to cut off the remains of clothing that had not yet been burnt off from their bodies; and, when that was accomplished, it required a lion's heart to fulfil the rest. Battered, bleeding, and skinless were these poor firemen and stokers, and yet patient beyond the credulity of man. The whole frame presented an aspect which in shape and size was the only resemblance to humanity. Quarts of oil were poured upon their naked bodies, which were then carefully covered with a thick coat of wadding. This, the only remedy that could be instantly and at all resource to, seemed to give the poor fellows relief, but the burning heat of the frame likees up the oil as quick as it was applied, and raised a fearful fever that raged within. We have heard much of our military hospitals in the time of war, but no hearsay evidence of the burning thirst which afflicts the wounded soldier can be exceeded by the thirst of these poor sufferers. Water they drank with an avidity which seemed impossible to appease. Their thirst could not be quenched; and, as their blistered lips greedily gripped the cup of cold water, they were as thankful as in the time of health they would have been if the greatest boon to be bestowed.

#### TWO PASSENGERS HURT.

Mr. Hawkins, one of the boat-swains, who was among the first to have a blow and search the ruins of the saloon, heard a moaning noise proceeding from below. In an instant men were set to work to dig up the wreck. The masses of splintered wood, fragments of furniture, and countless atoms of broken glass were at length removed, and Mr. Robinson, one of Mr. Gray's assistants, was caught sight of and pulled out by main force, a good deal shaken, contused, and cut about the head and face, but not dangerously. The only other passenger who was injured in the explosion was Mr. Francis Fuller, the well-known owner of the *Great Eastern*, and his escape from certain death was perfectly miraculous. He was standing with Mr. Norman Russell on deck close to the funnel at the moment of its explosion. He saw it shoot up through the mist and smoke, like the *Afric* in the *Eastern* tale, then to come down straight on his own devoted head. Of course, had it fallen upon him he would have been killed on the spot; but happily he stood under one of the wire ropes or stays with which the masts and rigging are secured to the bulwarks; and this rope, owing to its slanting position, actually arrested the fall of the ponderous funnel, and sent it glancing off to the bulwarks, which also proved strong enough to resist the further descent of the ponderous projectile. Mr. Fuller fortunately escaped with only a slight scalp wound. Only a moment before the explosion a lady, Mrs. Parry, wife of one of the contractors, was sitting at the piano, and at the other end of the saloon another lady, Mrs. Cargill, was seated at a table conversing with the Rev. Mr. Roberts. Mrs. Parry, hearing a crash, rushed to the stairs, and reached the top step, barely in time to be dragged on deck, whilst the stairs fell tumbling into the hold. Mrs. Cargill and Mr. Roberts received a shower of broken glass, but were able to escape at the other end of the room.

#### HANG-FRONT.

While Captain Harrison was below, Mr. Atkinson, the pilot, a little unpretending man, stood at his post on the bridge, and, undismayed by the loud explosion, the descending fragments, the suffocating chasm, or the yawning gulf immediately beneath him, and in the firm conviction that all the boilers would go in succession, continued to direct the movement of the ship as calmly as if he were only turning her into a harbour. Some frightened individual shouted, "Atkinson, come

down and save yourself!" but the gallant veteran replied, with grave nonchalance, "I'm no engineer, I'm a pilot. I know the ship, and I'll stick to her." The officer, Mr. Sewell, who held the wheel under Mr. Atkinson's directions, was equally self-possessed. His tall figure, seen through the smoke, working and turning the wheel with the regularity of clockwork, reminded those who observed him of the Roman sentinel whose skeleton was found upright at his post in the excavations at Pompeii.

#### AN ALARM OF FIRE.

All that we have been describing occurred in the space of three or four minutes. Captain Harrison was soon on deck again, when he ordered the ship's course to be altered towards the land till it could be ascertained that there was no immediate danger from fire or injury to the frame of the vessel below. The former risk appeared to be the most imminent, as the flames were still rushing fiercely from the furnace-doors. The hose was therefore ordered to be laid on, and instant preparations made for extinguishing the fires. These were at length got under, and all apprehension on the score of this new danger was happily at an end before the bulk of the passengers knew of the peril with which they had been threatened.

#### CAUSE OF THE ACCIDENT.

The explosion was probably one of the most terrific which a vessel has ever survived, and which none in the world could have withstood save a structure of such marvellous strength and solidity as the *Great Eastern*. The strongest line-of-battle ship would have had her sides blown out by it, and must have gone down like a stone. The *Great Eastern* not only resisted it, but, in spite of the dreadful nature of the catastrophe, it made so little difference to the movements of the vessel that her course was never once stopped, and, save for half an hour, her course was never altered from its original destination to Portland. In order fully to understand, as far as it is yet known, the cause of the accident, it will be necessary to say a few words on the peculiar construction of the two forward funnels for the paddle-boilers. In the first place for the vessel it was determined, in order to economise the heat given off by the funnels, and to keep the saloons through which they passed cool, to fit them all with what is termed "a feed-pipe casing," rising from the boilers to about eight feet above the upper-deck. This feed-pipe casing is simply a double or outer funnel for the length we have stated, the inner one, as usual, carrying off the smoke and flame, and the space between it and the outer casing being filled with water. The water is pumped in at the top of the casing while cold, and, gradually passing down into the space round the funnels, becomes greatly heated, when it is discharged into the boiler by means of an ordinary stopcock. A plan by which so much coolness is supposed to be gained in the berths and saloons, and so much fuel saved by the ample supply of hot water to the boilers, promises such obvious advantages that for the last ten years attempts of every kind have been made to carry out the principle successfully on board most of the seagoing steamers. In no one instance, however, has the plan succeeded. In but too many cases the funnels have done what the funnel of the *Great Eastern* did on this eventful evening. When such an accident has not occurred the pressure of the column of water upon the base of the funnel near the furnaces has been so great as to cause them, when strained in bad weather or worn by long use, to leak into the fires and extinguish them more or less rapidly. Any one the least conversant with boiler mechanism will see, too, at a glance, that the safety of the whole affair depends upon the stopcock which lets off the water into the boilers being watched with unremitting vigilance. The neglect of this for half an hour would allow steam to generate in the casing, which would then, in plain terms, become a gigantic boiler, without a valve or any means of letting off its steam, save by blowing up. This was the apparatus which, in order to economise heat and cool the saloons, it was proposed to introduce on board the *Great Eastern* in the three funnels to the screw-engine, and the two forward funnels for the paddles. Messrs. Bolton and Watt were intrusted with the construction of the screw-engines and boilers, and they at once firmly refused to have any such casing round their funnels, or attached to their engines in any way whatever. The plan was, nevertheless, adopted for the two paddle-funnels, though at about that time the Collins line of steamers, which had tried the plan for nearly three years, discarded it as often dangerous, and always worthless.

Mr. William Briscoe, the engineer on duty in the stoke-hole at the time of the accident, states that the first effect of the explosion was to blow open the furnace doors, smashing some to pieces, and sending out a rush of scorching air. The stokers instantly ran up the ladder to the lower-deck gangway. Mr. Briscoe saw the dreadful danger of such a course, and called on the men to keep below, while he threw himself on his face, which he kept covered with his hands. In this position he remained for three or four minutes, till he could hear that the rush of steam on the gangway above had almost ceased. The heat in the stoke-hole was then something fearful and dangerous to life, so he rushed from it up the ladder as he best could. Above the steps, on a level with the lower-deck, he found the wretched men who had so imprudently fled there standing or sitting, and all looking horror-struck at the appearance of their master, from which the flesh was boiled off—for they had rushed into the very spot where the steam was hottest. None of these poor fellows seemed to be aware that the scalds which they had sustained about the rest of their body were not only ten times more dangerous, but infinitely more severe. Mr. Briscoe, however, notwithstanding that the flesh was burnt off the backs of both his hands, remained with the sufferers till all were removed and had their wounds dressed.

Within twenty minutes after the blow-up the real cause and nature of the mishap were known, and the total safety of all the engines and other boilers was definitely ascertained. Fearful as was the explosion, it was seen that, owing to the immense strength of the ship, its violence had been entirely confined to the compartment in which it had occurred. Beyond this no injury was done of any kind, excepting a stray piece breaking a skylight here or there. Prudently, therefore, and in order to prevent exaggerated reports or unnecessary alarm, it was determined to resume the original course and steer for Portland.

#### THE SCENE OF THE DISASTER.

All danger from fire or another explosion being now at an end, those who chose were enabled to go down and examine for themselves the scene of the disaster. The litter on the deck showed that in the compartment in which it had taken place, and where it was confined by the wrought-iron bulkheads, it had been wide and general. The fore part of Mr. Craze's beautiful saloon was a pile of glittering rubbish, a mere confused mass of boards, carpet shreds, hangings, mirrors, gilt frames, and splinters of ornaments; the rich gilt castings were broken and thrown down, the brasswork ripped, the handsome cast-iron columns round the funnel overturned and strewn about. In the more forward part, a state sitting-room for ladies, every single thing was destroyed, and the wooden flooring broken and wrenched up. As one gazed on the evidences of the appalling force of the explosion it was recollected with profound gratitude to Providence that the accident occurred at the only single moment when the grand saloon was empty, and the berths on each side were unoccupied. What the consequences would have been if it had taken place an hour later, when the visitors would be sitting in the saloon, it is almost fearful to think upon. But the damage in this part seemed a mere bagatelle when compared with the ravages among the lower-deck cabins beneath. It was difficult to go down there, for the whole place was filled with fragments of boards, chairs, beds, cabin fittings, broken steam-pipes and syphon-tubes, torn-out rivets, and masses of the inner and outer funnels rent to pieces like calico, and lying about like heaps of crumpled cardboard. Everything was in literal fragments. The course of the explosion could then be seen at once. The water, or rather steam, in the casing had crashed in the inner casing, blowing up the funnel above deck, while both funnels below it were torn to pieces and hurled about, sometimes in single rivets or scraps no longer than one's hand, sometimes in crumpled-up lumps weighing several hundred-weight. Beneath this deck, towards the stoke-hole, where the rem-

nants of the funnel left a yawning hole like an extinct volcano, the force of the explosion was still more manifest. Not only was the iron compartment nearest to the boiler partly rent and pushed back, but one of the main-deck beams, an enormously massive wrought-iron girder, about two feet deep, and strengthened with angle-irons, was wrenched back, and nearly bent in halves.

In some parts the explosion seems to have acted with the capricious violence of lightning. Thus, in the grand saloon the two largest mirrors on each side of it, running fore and aft, were quite unbroken, though the silvers were boiled off the backs of both by the heat of the steam. This circumstance is explained by the fact of these two mirrors having been the only ones fixed in the iron bulkheads. A greater proof could not be given of the immense strength of the ship than this. Had the iron bulkheads vibrated in the least these glasses must have gone to fragments like the rest, but the manner in which they were stayed across kept them rigid even under the awful concussion of the blow-up. By the side of these glasses cast-iron columns were bent and broken, and mirrors at four times the distance from the seat of the disaster were almost pulverised, and their framings even destroyed. The beautiful oak staircases descending to the saloons were blown up like cardwork, yet not a book on the library shelves close to the funnel was stirred. At the bottom of the stoke-hole one of the gilt framings which were placed round the windows of the saloon was discovered perfectly uninjured. To understand this singularity the reader must conceive some house to have had an explosion in its cellar, and among the ruin is found uninjured a drawing-room picture belonging to its next-door neighbour. The boiler, as far as could be judged from a superficial examination, appeared to stand firm; a close scrutiny, however, will be necessary to enable the engineers to determine whether any part of it, more especially its tubes, are injured. Near and upon the boiler scraps and morsels of the funnels were lying. These show where the first tearing away commenced before the inner casing was blown up to the deck.

The engineers who inspected the rent masses of iron and other evidences of the tremendous force of the explosion came to different conclusions as to the amount of steam pressure which occasioned it. The majority generally estimated it as having been between 400lb. and 500lb. to the square inch, an amount of pressure which, as far as can be calculated, has never yet been got by steam. The highest-pressure boilers for locomotives are only made to withstand about 150lb. to the inch. Even for experimental purposes a pressure of 500lb. or 600lb. steam has never yet been generated. James Watt, in his earliest experiments on evaporation, made some very small globular boilers on which it was said a pressure of 400lb. was eventually got, but anything approaching to 500lb. or 600lb. has never been so much as heard of among engineers till the present most unfortunate occurrence. Gunpowder when exploded expands 800 times its bulk, and when steam is superheated to an intense degree the water becomes utterly decomposed into its constituent gases, oxygen and hydrogen, which, when brought into contact with any red-hot surface, recombine with the most fearful explosion. This was exactly what took place on board the *Great Eastern*, and the blow-up in its force was precisely similar to what would have taken place had the space between the inner and outer casing of the funnel been filled with gunpowder instead of steam.

Soon after the ship left Deptford the donkey-engines for keeping the funnel-cases, and through them the boilers, supplied with water showed most decided symptoms of infirmity, which as the vessel progressed on her voyage increased to such an extent that some of them were rendered altogether useless, and the others were only kept feebly working by the constant attention of some of the assistant engineers. Thus from the first there was a difficulty in keeping the boilers properly supplied with water, which was greatly increased by the fact that the supply had first to be forced up a considerable height to fill the funnel-casing. This, it is supposed, induced those in charge to feed the boilers direct from the donkey-engines, without passing the water through the funnel-casing. In shutting off the communication between the casing and the boilers, the engineers had every reason to believe they were performing a perfectly harmless operation, for it was well known there was an escape-pipe to carry off any steam which might be generated. It turned out, however, that this pipe had, previous to the departure of the vessel from Deptford, been used for testing the casing by hydraulic pressure. For this purpose a brass cock had been fitted to the end of it, and this by some shocking inadvertence was never taken away, and, what is worse, it was left turned off. Consequently, when the communication between the bottom of the casing and the boiler was interrupted the water left in the funnel was rapidly converted into steam, and the whole apparatus became a monstrous vertical boiler without a safety-valve or any vent whatever. That all the water left in the casing was converted into vapour long before the explosion took place is quite certain, and it was evidently not till the confined steam had gone on expanding and probably decomposing for some hours that the casing at last gave way with the awful effect we have endeavoured to describe.

The accident might, and most likely would, have occurred to any vessel fitted with double casing funnels on the same principle as those in the *Great Eastern*. It is almost needless to say that the only funnel which now remains thus fitted will be instantly altered, the casing removed, and everything restored to the ordinary arrangements of the *Canard* and *Collins* line of packets. The pity of the matter is that just at a moment when the vessel had shown the greatness of its success an unfortunate casualty should have occurred, which for a time may shake the confidence of some in a work which, from its magnitude of conception and completeness of details, was regarded as a national triumph, and one of which the country was most justly proud. The *Great Eastern*, in spite of all that has happened, still remains the finest vessel that was ever built, and one over which, notwithstanding all that has been predicted to the contrary, the sea seems to exercise no influence.

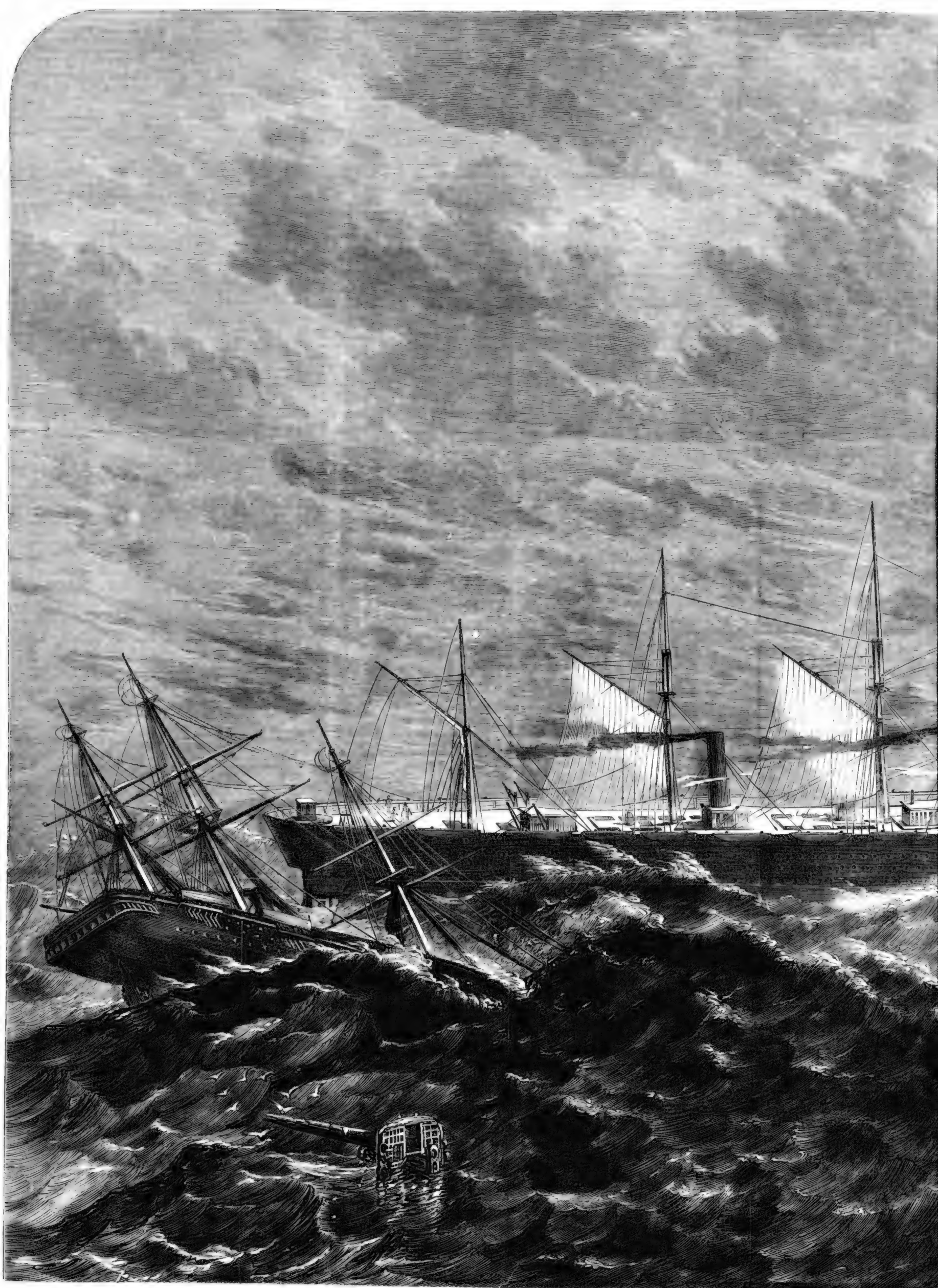
#### ANOTHER MISHAP.

As the dusk was closing in upon these strange sights and this eventful day, yet another strange thing happened to us. Just as we were approaching Beechy Head a large vessel was discerned making right across our path, and in extraordinary disregard of our bulk—as if, indeed, the unknown monster had dazed instead of warned—kept on, despite the shouts of our watch, "Hard a port!" roared our pilot,—"hard a port!" The men at the helm strove to obey, and as there was a donkey-engine to assist in steering the big ship could be quickly put about. But "snap" went our starboard tiller-rope, and in an instant we felt for the first time at the mercy of the waves. A dear revenge they took upon us in that moment of unruled. Our mighty monster rolled and pitched like any watchwork mimic of the traditional ship at sea. But, happily, we had a commander whom nothing seems to surprise or unnerve. He had strongly objected to this tiller-rope, had resolved upon its removal, and had laid down a chain in readiness for this very casualty. In five minutes, by prompt direction and hearty hauling, the injury was more than repaired, the strange vessel saved from her threatened fate, and our course quietly resumed.

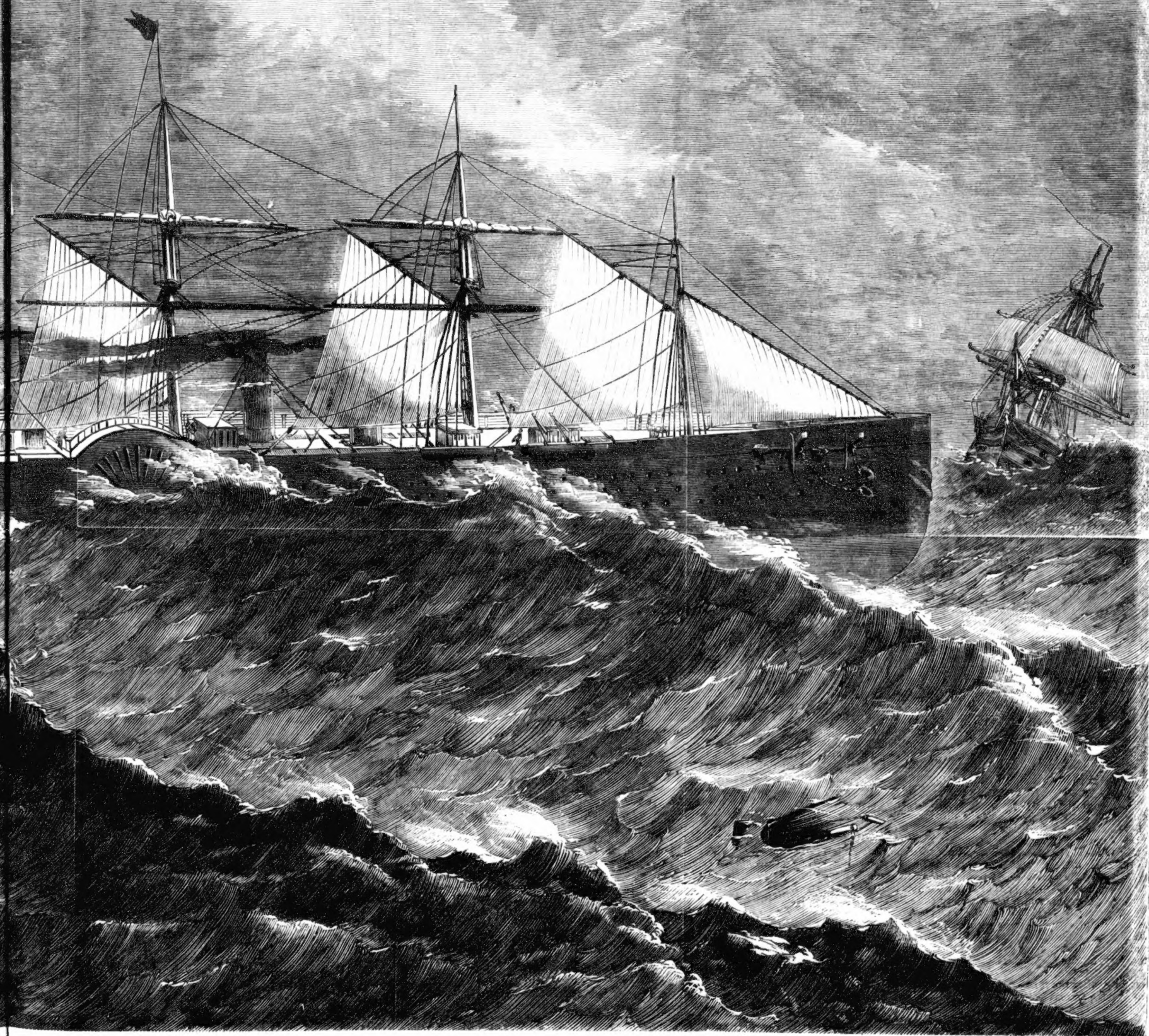
#### THE CALM AFTER THE STORM.

As night came on there was a relaxation from the excitement of sudden and frightful disaster: men found time to congratulate each other on having escaped a great peril. That tea was being served in the dining-room, instead of in the saloon proper to that entertainment, a circumstance which was in itself suggestive of the terrible accident which had occurred. At that precise time on the previous night what a gay and pleasant company were assembled on the very floor where workmen were now clearing away rubbish and replacing rifted planks! The *Great Eastern* had taken out with her a capital band, and the evening performance of these gentlemen in the ladies' cabin was something to look forward to after our first experience of its pleasantness. Suppose the explosion had taken place four-and-twenty hours earlier than it did! The supposition led to two inquiries at the least—one, why did it occur at all? the other, where were the ladies when their cabin blew up? Of course, both questions had been mooted long before, but only now was there an opportunity of attempted solution. As to the latter, it appears that th











fact of our being off Hastings had the happy effect of detaining people on deck to look out for the town. And here comes in for statement the most significant fact of the whole narrative. It had been remarked at dinner as a defect in the otherwise admirable arrangement of the ship that there was no covered way from the fore to the aft saloons. That—was the reply—is a part of the arrangement for which she is conspicuous: the ship is divided from top to bottom by iron partition-walls, so that fire or any other accident must be localised. The ladies might dislike to pass and re-pass in evening dress along the open deck, but to this necessity those then on board owed their lives.

#### DURING NIGHTTIME.

When the night had set in only a few of the passengers retired to rest. Some walked the deck, while others wandered through the saloons in the light of the broad moon and the dying lamps, and both heard from time to time news that did not make them more disposed to sleep. It was a little past two when the first death was reported; and, often as any one came up from the infirmary below, the state of the sufferers was worse and worse. The medical officers of the ship, Messrs. Stater and Watson, were happily reinforced by Dr. Markham, of St Mary's Hospital, and they did not lack volunteer help. Foremost and exhaustless was the Rev. Mr. Roberts, a gentleman whom experience in scenes of suffering made the more able to help and to console. The shock to the nervous system, in the case of several of the poor fellows, was too great to be got over. Prostration set in. They then sank into a comatose state; a little gasping in the throat, and now and then a long-drawn sigh, were all that evidenced existence. During the night two men—John Boyd, a fireman, and Michael Mahon, also a fireman—thus gradually sank and sank. The first died towards morning; the second about 9 a.m. It was endeavoured to combat exhaustion by stimulants, and copious doses of brandy were administered, but all in vain. From within a few hours of the accident, the vital functions, in these two cases, seemed suspended, and at last became extinct; not, however, before a benevolent clergyman who had passed the night upon his Master's business in that abode of misery had whispered some words of consolation into the ear of the dying man. The drowsy faculties were momentarily roused; the drifting bark was stayed for an instant; and, half by word and half by sign, this unhappy creature gave a response and an assurance that he had heard and could understand that blessed message of Faith and Mercy.

#### DAYLIGHT.

When the Needles were passed, at about six a.m., nearly every passenger had risen and was on deck. One frequent and anxious topic was that of the possible observation of our accident of the preceding evening from the shore, or from some barque which would reach land before us. Men brave enough to have known no fear for themselves turned pale at the thought of their wives hearing that the Great Eastern had blown up. It was seriously argued that those members of the press who chose should be sent off in an open boat to telegraph such news as would at least prevent a panic. But it is not easy to put off a boat from a ship that cannot be safely stopped without anchoring. It was, at all events, decided by the authorities to go on to Portland, and there to send off in the first boat that came out as many as desired to leave. Christchurch, Bournemouth, then Branksea Island and Castle, Colonel Waugh's once palatial abode, were passed in quick succession, and soon we rounded St. Alban's bluff headland, the last point of interest ere we arrived in Portland harbour.

#### PORTLAND AT LAST.

As we steamed grandly on, steamers from Weymouth and Teignmouth, thronged with people in holiday costume, were to be seen making for the great ship. Soon they began to pass under our stern. The crowds on board cheer lustily—nine times nine following three times three. The bands on board the steamers are playing the "National Anthem" and "Rule Britannia." This is the ovation we expected, and which our ship, her eminent constructors, her admirable captain—who shall deny it?—deserve. But no responsive cheer comes from on board the Great Eastern. Not one joyous voice is raised. Passengers and crew are gathered in moody groups about the enormous decks, conversing in low and cheerless tones. Some lean over the bulwarks or stand in the lower rigging gazing with sad eyes at the glittering, shouting crowd below. The music floating upwards grates harshly on ears which within these last sixteen hours have heard very different and very melancholy sounds—the cries of human agony. The gay fluttering banners and pendants have a ghastly garishness in their sheen to us now. We have flags enough on board too. It would be better, perhaps, to hoist a black one half-mast high, to tell the unconscious holiday-makers that we have need of condolence rather than congratulation; that our joy is turned into sorrow; that once more the vanity of vanities in all human aspirations has been displayed; that Death has come down among us, and taken unto himself the "strong man at the furnace side and those that weld iron from the coals of the brazier;" and that the Almighty, for his own wise and inscrutable purpose, has smitten this magnificent vessel with appalling disaster.

#### THE INJURED MEN.

Before the passengers quitted the vessel a subscription was entered into for the benefit of the widows and orphans of those among the injured men who had since died, and for the relief of those who might survive. About £120 was collected in the space of ten minutes, and handed over to the officers of the ship for distribution.

The following are the names of those killed and injured at the time of our going to press:—

Mr. William Brisco, engineer; slightly injured.  
John Boyd, fireman; dead.  
Michael M'Ilroy, fireman; dead.  
Michael Mahon, fireman; dead.  
Edward Patrick Gorman, trimmer; jumped overboard to escape the steam, and lost.  
William Tait, trimmer; not expected to recover.  
John Yoxon, trimmer; expected to recover.  
Richard Edwards, fireman; dead.  
Robert Adams, fireman; dead.  
William Sparks, fireman; dead.  
Walter Woodward, fireman; dead.

#### THE INQUEST.

On Monday the inquest upon the bodies of five unfortunate stokers who met their death by the awful explosion which took place on board the Great Eastern, on the evening of the 9th inst., was opened by Mr. H. Locke, the coroner for the district, and a jury composed of fifteen. The inquiry took place in the Townhall at Weymouth, and it was remarkable that, notwithstanding the intense interest which the accident has created, there were, besides the jury and the officers of the ship, scarcely a dozen persons present as spectators. Had the accident occurred near London, doubtless hundreds, if not thousands, would have flocked to the scene of inquiry; but here, in this little watering-place, few thought it worth while to desist from their ordinary avocations, their business or pleasure, to be present at an inquiry into one of the most appalling catastrophes which has ever been the subject of investigation by a coroner's jury. With the exception of half-a-dozen engineers, two or three persons who witnessed and felt the effects of the explosion, the medical officers of the vessel, Mr. Levenson, the solicitor of the Company, and two or three witnesses to identify the bodies, the jury, and the legal officers, probably not half a dozen were present.

The first duty, after the jury had been sworn, was to view the bodies of the unfortunate victims of what the directors themselves, in their report, stigmatised as gross neglect. They had been removed from the vessel to the hospital at Weymouth, and presented all those horrifying appearances which have been so powerfully described. This painful task performed, the examination of the witnesses commenced.

The first called was James Brisco, the junior engineer of the paddle-engine department, who deposed as follows:—It is my duty to attend

to the directions of the engineer in charge of the paddle-engines on duty, and to render any assistance I could. I have been told not to meddle with, or make myself responsible for, any of the cocks or valves. The duty assigned to me on the morning of the explosion was to attend to the boilers, and keep up a proper supply of water in them. The donkey-engine which pumped the water into the boiler was out of order, and did not perform its duty satisfactorily, and I stood by one of the donkey-engines in No. 1 stokehole all day to keep it doing its work. That was on the starboard side of the ship. The donkey-engine on the port side of the ship in the forward stokehole had broken down. About a minute before the explosion Mr. M'Lennan, the chief engineer of the ship, came down and looked at the saturation of the water in the boiler, and said, on leaving, that everything seemed right. He again cautioned me not to meddle with any of the cocks or valves unless I was told to do so by the engineer in charge of the paddle-engine department. Mr. M'Lennan left the place, and I resumed my position by the donkey-engine. Shortly afterwards the explosion took place, and it filled the stokehole with hot air and steam. I came up the stokehole ladder, and on reaching the lower deck heard the stokers calling out for assistance. Three of them had reached the lower deck, and I led the way from thence to the lower saloon, and obtained assistance to get the men on deck. Afterwards I went below to have my wounds dressed. I noticed while on the lower deck that the immediate and outer casing of the funnel had been burst asunder, and that the whole of the cabins in the lower saloon were destroyed by the bursting of the water heated round the forward funnel.

Examined by Mr. Levenson—I remembered Mr. M'Lennan calling the engineers and stokers together on Tuesday last. Mr. M'Lennan told me not to meddle with the engines or boilers, but to obey the orders of the engineer in charge of the paddle department. The engines were in Mr. Scott Russell's hands, and he had supplied the engineer to work them. Mr. Dickson, Mr. Scott Russell's foreman, assumed the control for the paddle-wheel department. The explosion was confined to the funnel-casing, which was used to heat the water before passing into the boilers, and also for keeping the saloon cool. At the time of the explosion the boiler was not being fed from the casing, as was evident from the low temperature of the water going into them. If there had been a constant supply of water passing through the casing and flowing into the boiler the accident could not have happened; and there are also two stand-pipes to the water-casing which, if left open, would have prevented it. I saved myself from being scalded to death by throwing myself down on the stoke-hole and covering my face with my hands. I knew Boyd, who was a stoker of that watch. I knew him very well. I also knew Richards and Adams, but have not seen them since they have been dead.

Dr. T. Slater was next called and examined by the Coroner—I am a surgeon, and, in conjunction with Dr. Watson, had medical superintendence of the Great Eastern. About six o'clock on Friday evening we were standing together about the after-house on deck, which is termed the smoking-room. While standing there we heard a great noise as of an explosion, and we immediately ran forward and superintended the conveyance of the injured parties to the dispensary. I went down into the saloon, but did not remain there more than a minute. There were in all twelve or thirteen brought to the hospital; five were severe cases who have since died; three who have been removed from the ship to the infirmary here, slight cases; and the others were very trifling injuries. The persons receiving them have either left the ship or returned to their duty. John Boys, fireman, was first under our care when brought up; he was suffering from very severe scalds all over the body from head to foot. I saw him immediately after the accident, and continued to attend him up to the time of his death. The cause of death was a great shock to the whole system, and general collapse in consequence of severe scalding, reaction never taking place. I came on shore with the dead bodies. The witness also described the deaths of the other persons as attributable to scalds. The names of those dead are John Boyd, Michael Mackilroy, Michael Mahone, Robert Adams, and Richard Edwards. In all the cases the cause of death was the same, all being very severely scalded. There was scarcely any difference in the injuries they received, and none of them ever rallied. Boyd died on the morning, and Mackilroy on the evening, of the 10th, Adams on the evening of the 11th, and Edwards this morning. I can identify all the bodies.

By Mr. Levenson—Every possible assistance was rendered, not only by gentlemen passengers and officers belonging to the ship, but even lady passengers volunteered their services. Besides myself and Dr. Watson, we had the assistance of a qualified medical man.

Dr. Watson was then called, and corroborated in every respect the evidence of Mr. Slater. The ship was so strong that, notwithstanding the violence of the explosion, it had no effect whatever upon the motion of the vessel, and had it occurred in any other steam-ship it must have greatly injured if not sunk it.

The Coroner inquired of Mr. Levenson whether anyone was present—any of the engineers—who could give the jury a distinct idea of the cause of the explosion?

Mr. Levenson replied that several of the engineers and scientific men were in attendance; and, as nothing had yet been moved except clearing away the splinters, the scientific witnesses would be able to form a sound judgment of the cause of the accident.

Mr. R. P. Brereton was then called and examined. He said—I am chief of Mr. Brunel's engineering staff. Mr. Brunel intended accompanying the ship, but, being taken ill and unable to leave his bed, I accompanied the ship in his behalf. The first day we got to Purfleet, and the second day to the Nore. We left the Nore on Friday morning; about six o'clock in the afternoon we were off Dungeness. At that time I had just stepped up from the dining-saloon and walked forward. I met the solicitor of the company and his wife, and returned back with them. A second or two afterwards I heard an explosion forward. I was opposite the paddle-boxes, when I saw the foremost funnel heave up from the deck; it leaped up as it were above the deck, and a shower of splinters and broken plate-glass began falling all around. I hurried the lady aft, assured her there was no danger, and told her to hold her head down so that the splinters might not fall in her face. I then immediately went forward to see what was the matter. I found the funnel lying on the deck, broken in two parts. On looking down the hole, out of which steam and smoke were escaping, I heard men crying out "Help!" and "Water!" A good many of the passengers and crew were round there. The fire-hose was immediately laid on, in case there should be any fire below, and to supply the water that the men were calling out for. As soon as the steam had cleared away a little, the captain and several of the crew went down with ropes round them, and began to bring up the wounded. When it was ascertained that there was no fire on board, the people were reassured, and the ship proceeded on her course, never having, in fact, stopped at all. As soon as the confusion was over I went and examined the broken funnel lying on deck. On the following morning it was decided by the chairman of the company that he and several of the engineers on board should examine the place where the explosion took place, so as to form some judgment as to the cause of the accident.

Mr. McConnell, locomotive engineer of the North-Western Railway, a passenger; Mr. Scott Russell; Mr. Smith, the inventor of the screw-propeller; and Mr. Smith, an engineer, and director of the *Artisan Engineering* newspaper; Mr. Bate, the representative of the firm of Bolton and Watts, in the screw engineers' department, were the gentlemen who made the examination. We had an opportunity of seeing the construction of the funnel and its water-casing, which we could not have seen if the accident had not happened, because the covering round the funnel was blown away by the explosion. The main funnel was exposed, because all the boarding round was blown away. There was nothing unusual in the funnel itself, but in other engines there is not generally a water-jacket. We could not tell before the boarding was blown away what caused the explosion, but this at once led us to see the cause of the explosion without any other explanation. We ascertained that the funnel was double for about forty feet in length. I had not seen the drawings for the engines. They did not come from our office. There

was six inches space between the funnel proper and the outer room, or jacket, all round. The diameter of the cylinder was six feet, and that of the outer seven feet. The explosion took place half-way down. The inner casing was found in a collapsed state, and the outer casing had burst out, the same thing having been seen in the upper half on deck. The object of this casing is to prevent cold water being fed to the boiler direct. There was an apparatus provided to prevent any excess of pressure taking place in this water-jacket. This apparatus consists of a stand-pipe, which stands up to nearly the level of the top of the funnel, and is connected with the water-jacket. The stand-pipe, in fact, constitutes a safety-valve, by opening at the top as soon as the steam reaches a certain pressure. The water runs out of the top of the stand-pipe, and thus governs the pressure that is required inside the case. After we had seen the wreck, and taken all the information we could get, we learnt that the feed-water had been supplied direct to the boiler, as being the most direct course, the donkey-engine not working very well. The donkey engine drove the pump, and had some difficulty in doing its work. The consequence was that the donkey-engine sent the cold water direct to the boiler. Two of the donkey-engines were disabled, and it was all they could do to keep the boiler supplied with water. That accounts for the shutting off the circuitous route through the jacket. An explosion ought not to have ensued had the stand-pipe been in operation. Our attention was then drawn to what was in operation in the stand-pipe. There we found what might be termed a tap or plug, the bottom of which is capable of being turned, and we found it had been shut off, leaving no vent whatever, and the two vents being shut up was the immediate cause of the accident. If either of them had been in operation—that is, if the water had been supplied through the casing, or the tap had been turned, the explosion could not have happened. The steam must have gone on generating, and no one seems to know how or when that cock came to be shut. Two or three days before the ship started something was required to be done to it; the stand-pipe was too short, and the water ran over too soon, and it was lengthened. Up to that time, therefore, the cock must have been opened. It is presumed that some workman must have turned the cock for some purpose of his own, and forgotten to turn it back. It cannot be turned by the hand, but requires an instrument called a spanner.

By the Jury—There was no means of discovering that this had been done.

By the Coroner—The tap ought always to have remained open, and the cock, in point of fact, was only there for the purpose of taking strength off the casing.

By the Jury—If the donkey-engine had acted rightly the vessel might have gone to Australia and back without this being discovered. It is impossible to say which of the two causes was really the occasion of the explosion. I cannot say that the cock in question would require any one to attend to it. It is a fixture, and was exactly like a cork screwed into a bottle.

Who was the engineer in charge at the time?

Mr. Brereton—I can't say that there was any engineer in charge of that cock. Mr. Dixon was the engineer who was responsible for the action of the paddle engines. It was impossible for anybody to know the internal construction of the casing. It did not occur to anybody to ascertain that the cock was open before starting.

The Coroner—Supposing you were engaged as engineer, would you before starting think it necessary to examine every part of the machinery?

Witness—It would not have occurred to me to look to this. It was like locking a door, and when once finished I should not have looked at it. It would be boxed up regularly. No one knows why the man did it. He had to remove the casing in lengthening the stand-pipe. It is impossible it could be closed by the accident, and, indeed, if it had been open, it is impossible that the accident could have taken place.

At the conclusion of Mr. Brereton's evidence, the jury proceeded to Portland Bay to view the ship, which is lying inside the breakwater, and the inquiry was afterwards adjourned until to-day.

On Wednesday, at two o'clock, the inquiry into the cause of the melancholy disaster on board of the Great Eastern was resumed at the Townhall, Weymouth. The investigation appeared to excite no great amount of interest, and the court was almost empty throughout the entire proceedings.

Mr. John Scott Russell, in compliance with a wish expressed by the Coroner, came down from town to attend the inquest.

Mr. John Dickson, foreman to Mr. Russell, and under whose superintendence the machinery of the paddle-engines was fitted, was also present, and Mr. M'Lennan, the chief engineer of the Great Eastern. The attendance of Captain Harrison, who, of course, has important duties to perform on board the ship, was dispensed with by the Coroner.

Mr. Newman (of Freshfields and Newman) attended to watch the case with Mr. Scott Russell. At the commencement of the proceedings Mr. Levenson, the solicitor to the company, said he wished to correct an error which had appeared in some of the papers to the effect that he (Mr. Levenson) had stated at the previous inquiry that Mr. Scott Russell had had ample notice to attend the opening of the inquest but had not done so. In fact, what he had stated was exactly the reverse—namely, that Mr. Scott Russell had had no notice of the inquiry; that he was at the time in London, on the company's business, and could not possibly have been in attendance.

After a few words from Mr. Scott Russell, who explained the cause of his unavoidable absence,

The Coroner said that, on the opening of the inquest, he had at once considered that it was a case which ought to be adjourned, in order that the jury might have the assistance of some of the surveyors from the Board of Trade. He had, accordingly, communicated with the Board of Trade, and received a letter in reply the previous day, which stated that it was impossible that Captain Robertson, the Surveyor-General, could attend the inquiry before Saturday next. He therefore thought that, under those circumstances, it would be most advisable that the jury should have the benefit of the experience of those officers, and, with their permission, he would adjourn further proceedings till Saturday morning, at nine o'clock. He (the Coroner) trusted that both the company and Mr. Scott Russell would be ready on that occasion with any evidence which could throw the smallest light upon the causes which had led to so disastrous an accident.

One of the jury said that they hoped every effort would be made to discover the man who had turned off the cock or valve which led from the standpipe into the stokehole.

Mr. Scott Russell said it would be proved by witnesses that the cock of the valve was open on Tuesday, and when the vessel left the river on Wednesday.

Mr. Levenson intimated that the company were in no degree responsible for what had taken place, and the evidence adduced had established this on the company's behalf. He had no desire to call further evidence unless wished for by the Court.

The Coroner said it was probable the jury would like to examine Mr. M'Lennan, the chief engineer.

The inquiry was then adjourned until this day.

#### PHOTOGRAPHS OF THE GREAT EASTERN.

Mr. Nottidge, of the London Stereoscopic Company, with a corps of experienced assistants, was on board the Great Eastern throughout its passage from Deptford to Portland, and succeeded in obtaining a considerable number of admirable photographic studies of the ship from various points of view, and of some of the more distinguished individuals who accompanied it on its first trip through salt water. Many of the subjects engraved in the present Number of the *Illustrated Times* have been copied from photographs taken by Mr. Nottidge's assistants, who, we hear, have been recently engaged in procuring some capital negatives of the mass of ruins on the ship's deck thrown up by the force of the explosion. With the view of aiding the fund now in course of being raised for the benefit of the sufferers, their widows and families, Mr. Nottidge has generously presented a number of photographs for sale on board the vessel, the proceeds resulting from which go to swell the amount already contributed for this benevolent object.



## Literature.

*Through Norway with a Knapsack.* By W. MATTHEW WILLIAMS. With Six Tinted Views and Map. Smith, Elder, and Co.

One always takes up a book of northern travel with pleasant anticipations. At the least, it is pretty sure to contain tinted views, in which rose, orange, and purple are beautiful to see. Getting near the Pole has something romantic about it. Cut the leaves, and (unless the paper has a bad smell) a keen, fresh, piny air blows through them, and makes you think of steel-white stars, gorgeous auroras, flashing waterfalls, and acres of pansies. Mingling with the rest are thoughts of very strong hot coffee and cream, apple-cheeked girls, grey-headed pastors blessing flaxen-poll children, churches decked with flowers, quaint marriage ceremonies, and general primitiveness and simplicity. And flowing deep underneath is the strong instinct of race which attracts us to these dear northern cousins. This book is one of the pleasantest and best of its order. Mr. Williams is not so "fast" as Lord Dufferin, and he has thought, moral depth, and observation enough to set up a dozen "Unprotected Females." He gives you with perfect candour his bill for the whole journey, lasting ten weeks, and costing altogether only £25 9s. 4d. He tells you how to make your own knapsack, now to do with two shirts and three pairs of stockings, and in what way to wash them—yourself! He has a sturdiness of manner which now and then shades into egotism, but only now and then; and, on the whole, his book is many degrees the best for a man to take up who intends, as we do, a Norwegian trip one of these days.

When a reviewer gets hold of so good a book he is almost as much troubled as with a bad one, for, before he has got half through, he has marked ten times more extract than he has space for. This is exactly our own predicament; and, curbing a strong temptation to break out into comment, we shall consult our readers' pleasure by giving them as much of the matter of the volume as we possibly can. Take a glance at

## CHRISTIANIA SHOPS.

Opposite the Hôtel du Nord is a baker's shop, which may be taken as a type of some of the peculiarities of the shops in Christiania. It appears like a private house—a mansion, I might almost say, from its dimensions. There is no shop-front, merely the common dwelling-house windows, which are decorated with growing flowers in pots; but the flowers are not flouzy, nor does the shopkeeper look whiter than other Norwegians. I should never have guessed that bread was made or sold there, but that swinging over the door is a wooden ellipsis of a convoluted loaf—the usual true-lovers' knot done in bread, common here and in North Germany. Most of the food-vendors have shops of this kind. There are a few with shop-fronts, but these are chiefly devoted to the sale of fancy articles; other shopkeepers place a few samples of their wares in plain parlour windows.

On making some purchases of books, maps, and minor matters of clothing, I find in every shop some one who can speak English, and that generally it is well spoken. English articles prevail at the drapery and haberdashery establishments; the latest devices in shirt-collars and similar articles are there, stamped with the names of the best-known London houses, and retailed at the same price as in London.

The Christiania Cremorne appears to be rather a dull affair. There is a monster merry-go-round, in which seniors take sides as well as juniors. Oranges are 5½d. a piece, and it is "the thing" for a lover to buy one and give his damsel half.

At Soknaes station Mr. Williams found two English gentlemen, resident there for angling purposes, led thither by "the Englishman's insatiable desire to kill something that can struggle, or is difficult to get at." The Norwegians, with whom fishing is menial, are as much surprised at this as our own laundresses would be "if Chinese mandarins were to migrate annually to England, and pay large sums of money for the privilege of turning their mangles."

On the road to Soknaes our friend lost his way, and had a sight of

## THREE IN A BED.

Turning back, I made inquiries at the first house, by knocking at the window. Though nearly eleven o'clock it was not dark, and a bed was visible close to the window; and it rather surprised me to see three heads start up out of this bed, two belonging to men and one to a woman. Whether this sort of sleeping arrangement is the custom of the country, or of the district, or was a special peculiarity in this case, I am not able to decide; but it does not accord with Laing's statement relative to the careful separation of the sleeping apartments of the sexes in the rural districts of Norway. That they were sleeping thus in all innocence, without any idea of impropriety, was evident from the manner in which one of the men reached to the window and opened it; all of them joining very kindly in telling me the way and the distance to the station. As the Norwegian bedstead is an oblong wooden box, this might possibly have been a double bed, a box with a partition down it; the two men lying on one side and the woman on the other, or two boxes side by side; but I did not see any partition.

We are sorry to hear from Mr. Williams a positive confirmation of what we had learnt from other sources, that the Maelstrom whirlpool is a myth, pure and simple. It is impossible, love truth as we may, to thank the man who makes us unlearn our Pinnoke. Besides, there ought to be a model whirlpool somewhere. We have Niagara, and Vesuvius, and Sahara, and all that; and a monarch of whirlpools is as necessary as a monarch of burning mountains or deserts. The Maelstrom evoked, like the German camel, out of the depths of the Moral Consciousness, must be found somewhere else, if the imperative wants of humanity (with a capital H) are to be satisfied.

On the way to Alten (where there are copper-mines, often "quoted" in the *Daily News* and other papers, and where young ladies play Verdi and wear ermine, in the very latitude where Franklin and his comrades froze to death)—on this journey Mr. Williams had to pay a steward's bill headed—"He with the large beard."

## DESCRIPTIVE ACCOUNT-KEEPING.

This account requires some explanation. First, as to the title of the debtor, "He with the large beard." The steward, not knowing our names, gave us descriptive designations in his ledger. There were five Englishmen on board who were thus described: "He with the red beard," "He with the large beard," "He without a beard," and "He with a veil."

We would rather not have had to read the following anecdote of

## PIOUS IMPOSITION.

At the station of Haegheim I encountered the first example I have met with in Norway of an attempt at petty imposition. I called for a bowl of milk, for which the hostess demanded four skilling, or nearly twopenny, the usual charge being two skilling, and sometimes only one. I threw a skilling on the table, and looked fierce; whereupon the woman picked the two skilling and slunk away to the adjoining room, where a lazy-looking man was sitting. A grumbling dialogue followed, from which, and the physiognomy of both, I inferred that the poor woman was honestly disposed, but her husband forced her to overcharge the guests. On leaving the house I observed written over the door in conspicuous letters some proverb or motto about fearing God. I have unhappily found it a rule, without any exception, and applicable in all countries, that people who parade their religion outside, and set up pious signposts in their actions or conversation, are mean, selfish, and dishonest.

The book abounds with manly wisdom and pleasant suggestions of a practical kind, of which here is one, concerning

## COFFEE FOR COTTAGERS.

As the best means of preventing drunkenness is by supplying an agreeable substitute for intoxicating drinks, any improvement of the poor man's coffee is of great social importance; I therefore suggest to the benevolent ladies who so nobly exercise the attributes of woman by visiting with kind intent the dwellings of the poor, that they might do great service by teaching them how to roast, and grind, and make coffee; and, where it is practicable, by presenting the poor man's wife with an apparatus for the purpose. It appears to me that the iron tray and the wooden pestle and mortar answer their purposes admirably; and the two might be profitably manufactured and sold for one shilling, if a quantity were in demand. From what I have seen, with the wooden pestle and mortar, the newly-roasted coffee may be pounded as quickly and effectually as it can be ground in a small coffee-mill; and, if kept exclusively for this purpose, it would be a valuable addition to the domestic furniture of a cottage. One of these, with a roaster, a pound or two of coffee berries, and a lesson in the use of them, would be a most suitable marriage present to the bride of an agricultural labourer; for by their judicious use she might win her husband from the beer-shop, and thus avert the domestic miseries so commonly associated with it.

Is not this account of the way in which the aged poor are supported charming?

## BETTER THAN "UNIONS."

In Norway there are no poor rates, but the farmers have to support the aged poor as inmates of their houses. These old people generally do some light work, such as gathering wood and the like. The custom is primitive, and has many advantages. Charity thus becomes an active virtue, dwelling at the fireside of home, "it blesseth him that gives and him that takes;" for in kindly treating such a pensioner a happy influence is spread throughout the house, and the little children are trained in the exercise of gentle benevolence by a course of instruction that no maxims or sermons can substitute; for moral training must be a training in deed and feeling: mere ethics only inform the intellect.

Here, starting from the question of salmon smoked, or salmon fried, is an

## ARGUMENT AGAINST FEMALE LEGISLATION.

At Hønsdalen, where I dined on the day following, raw smoked salmon was brought to me, and I very diffidently suggested to the hostess that I should prefer it fried a little. She would listen to nothing of the kind, and told me many times over that it was *riket* (smoked), that she liked it *riket* without frying, and her husband liked it the same; and she intimated that, if I did not like what she and her husband and other people did, I must be a disreputable character. This sort of despotism is common to women of all nations, and its universal system is my main argument against strong-minded women who advocate a female House of Commons.

The persecutions I have had to endure because I usually drink cold water at breakfast are too incredible to narrate. I have heard a lady, otherwise gentle and kind-hearted, assert to my face that a man who does not love tea and coffee, and drink it like other people, is an undomestic monster, deserving the dreadful doom of perpetual bachelorhood. If we had female legislators, summary laws would be enacted for the punishment of all such offences, and bachelors above thirty-five would perish at the stake.

Women might exact such penalties, Mr. Williams, but they would never inflict them. The prisoner would always be respited during her Majesty's pleasure. We cordially recommend the book.

*Vicissitudes of Families, and other Essays.* By Sir BERNARD BURKE, Ulster King-at-Arms. Longman.

If anybody had told us, when "juvenile and curly," that the Ulster King-at-Arms—of whom we always thought in the same breath with the O'Donohue and The Chisholm, wondering greatly after all three—was a man who could do anything so peaceful as write a book, how we should have puzzled! We conceded him to be some relic of feudal times, whose life was spent amid martial pomp, scarlet and gold and azure, having servants who clashed swords together, and blew bannered clarions, and gave bootless challenges, all to keep up the representative illusion of his life. We thought "King-at-Arms" implied the greatest master of fence in the world, a man who knew the use of every possible implement of war—arquebus, cutlass, battering-ram, crossbow, catapult, and pike. We fancied him sleeping every night in a battlemented tower, from which the mailed warder struck midnight under a gusty sky, with a mad, large moon dashing about among the clouds, and every now and then lighting up the spikes of the drawbridge far below. But we never fancied that we should review a book of his writing, not even such a book as this.

"Families," in the title of the present volume, is used, of course, in the restricted sense in which we use the word when we speak of "men of family." But how instructive it might be to trace the "vicissitudes" backwards of a few families which are not families, starting from some John Doe or Richard Roe, whom you have have just slighted in the street! Sir Bernard Burke has collected here plenty of what is commonly called material for the novelist, though the novelists seldom use such material, and when they do, make a mess of it; and the volume is necessarily interesting. But, speaking for ourselves, we could not venture to generalise, except in admitted commonplaces, upon facts so (comparatively) few, and so loosely put together.

Here you have

## THE FALL OF THE CROMWELLS.

To sum up:—Thomas Cromwell, the Lord Protector's great grandson, was a grocer on Snow-hill, and his son, Oliver Cromwell, the last male heir of the family, an attorney of London. But it was in the female line that the fall was most striking. Several of the Lord Protector's granddaughter's children sank to the lowest class of society. One, after seeing her husband die in the workhouse of a little Suffolk town, died herself a pauper, leaving two daughters: the elder, the wife of a shoemaker, and the younger, of a butcher's son, who had been her fellow-servant. Another of Oliver Cromwell's great granddaughters had two children, who earned their scanty bread by the humblest industry; the son as a small working jeweller, and the daughter as a mistress of a little school at Mildenhall.

And here the present

## CHIEF OF THE O'NEILLS OF CLANABOY.

Sergeant-Major Bryan O'Neill, youngest son of Sir Francis O'Neill, the sixth baronet, is now in his seventy-fifth year, and is a tall and distinguished-looking man, in whose appearance and manners, notwithstanding his age and poverty, and the ordeal through which he has passed, may be traced the high lineage and noble blood of Clanaboy.

And thus I close this sketch of the decadence of a branch of the Royal house of O'Neill, in which the mutability of fortune is signally displayed. The descendant of Prince Niall of Sythia and Egypt, of Milesius, King in Spain; of the Royal author, Cormac Uidhe; of Con of "the hundred battles," and Niall the Great; of the chivalrous Niall Caille, and Hugh Boy, and Brian Baly, and Henry Caech, and the gallant and dashing Colonel of Charles the First's dragoons at the battle of Edge Hill, the cousin of three peers and of a duke, and the lineal descendant of a hundred kings, is reduced to the humble lot of a discharged pensioner of the Crown, at two shillings and twopenny a day, and occupies a room in a small shop in an obscure street, where his eldest son is a coffinmaker!

But more touching still, to our thinking, is the story of the Princess of Connemara, the last of the Martins of Galway, upon whom the famine came down when her estate was laden with a mortgage.

## THE PRINCESS OF CONNEMARA.

The year of famine came on, Government works were commenced, and the tenants soon ceased to pay any rents whatever, and as a natural consequence the owners of so many thousand acres were no longer able to pay up the instalments due upon their mortgages. Men acting in large bodies are seldom so merciful as when they are individually responsible for their deeds, and the Law Life Assurance Society formed no exception to this rule of general experience. They insisted upon the due performance of their bond, and that being under the circumstances impossible, this vast Connemara property came into the Encumbered Estates Court, and the famous old race of Martin of Ballinahinch was sold out: the times were the worst possible for an advantageous sale; and the Assurance Company bought in almost the entire of the estate, at a sum immeasurably below its real value, and quite inadequate, even with the produce of the remainder of the lands bought by other parties, to the liquidation of its heavy liabilities. Not a single acre remained for the poor heir of what was once a princely estate, and while others were thus fattening upon her ancient inheritance, the "Princess of Connemara," without any fault of her own, became an absolute pauper. The home of her fathers had passed away to strangers, leaving nothing behind but debts and the bitter recollection of what she had lately been.

In this total wreck of all her fortunes the ill-starred "Princess of Connemara" retired to Fontaine l'Évêque, in Belgium, where for a short while she supported herself by her pen; but so scanty were the means thus obtained that she at length resolved to abandon the Continent for America, hoping to find in the New World an ampler field for her exertions. Some friends of the family now came forward with a small subscription to enable her to carry out this object. Much it could not have been, for we find her embarking on the voyage in a sailing-vessel, although she was far advanced in pregnancy. A premature confinement was the result in this den of misery, without medical attendant, without a nurse, without any one of the aids so indispensable at such a moment of danger and suffering. Can it be a matter of surprise to anyone that she died soon after she touched the shore, or, as some will have it, before she left the boat?

With her has perished the last direct representative of her race, though even now the echo of their name has not passed away among the peasants. The people of Connemara yet speak of the Martins as being the legitimate lords of the soil, and never mention them but with affectionate regret. It only remains to add that this unfortunate lady has left behind her several works that prove her to have possessed more than the ordinary degree of accomplishments belonging even to her elevated condition. Of these the most popular are "Canvassing," which was published in connection with Banim's "Mayor of Windgap," and a work in three volumes called "St. Etienne." She was also said to have been a good Greek and Latin scholar, and must certainly have been familiar with French, since she

contributed to French periodicals during her residence in Belgium. But, beyond all this, she was kind-hearted and of a most independent character.

Propos of Wharton's "Saccharissa," Sir Bernard Burke repeats the eternal commonplace about the power of the poet to immortalise beauty. Where, people ask, would Beauty be without the Poet? It is a question worthy of Edipus; but here is another, not less knotty. Where would the Poet be without Beauty? Is Helen more indebted to Homer than Homer to Helen? It is a question for ten Edipuses and ten Seraphical Doctors led into one.

Sir Bernard Burke's book with a "brief essay, addressed to the uninitiated only, in the hope that it may serve to popularise Heraldry." Heraldry is worth serious study so far, and only so far, as it is the handmaid of history and ethnology. For the rest, a man may give part of his time to coats-of-arms as Spinoza did to watching spiders fight, and the tears may run down his cheeks, like the philosopher's, while he does it, and he might be worse employed, that is all.

*Proverbs of All Nations: Compared, Explained, and Illustrated.* By WALTER K. KELLY. W. Kent and Co.

"BRITISH proverbs," says the intelligent and painstaking author of this very readable and useful book, "for the most part form the basis of this collection. They are arranged according to their import and affinity, and under each of them are grouped translations of their principal equivalents in other languages, the originals being generally appended in foot-notes. By this means," he continues, "are formed natural families of proverbs, the several members of which acquire increased significance from the light they reflect on each other. At the same time, a source of lively interest is opened for the reader, who is thus enabled to observe the manifold diversities of form which the same thought assumes, as expressed in different times and by many distinct races of men; to trace the unity in variety which pervades the oldest and most universal monuments of opinion and sentiment among mankind; and to verify for himself the truth of Lord Bacon's well-known remark, that the genius, wit, and spirit of a nation are discovered in its proverbs." So much in explanation of the nature and objects of the book, stated in the author's own words, which we could neither shorten nor alter to advantage.

But considerably more than the "genius, wit, and spirit of a nation" are discoverable in its proverbs. Somebody (Coleridge?) said the whole of English literature might be reconstructed out of a play of Shakespeare, and, in a similar vein of observation, we might say that the history, sociology, zoology, topography, civilisation, religion, and general culture of a nation might be inferred from a complete collection of its proverbs. "Nothing like leather." "No one knows where the shoe pinches but he that wears it," must belong to a nation where there are certainly shoemakers, and probably good pedestrians. Dean Trench observes that "Make hay while the sun shines" is truly British, in its allusion to the variability of our climate. "He who will not be ruled by the rudder must be ruled by the rock" is a Cornish proverb, which, says the Dean, "sets us as once upon some rocky and wreck-strewn coast." And then he quotes some others which contain, in proper names, traces of local origin, such as "Do not talk Arabic in the house of a Moor" (Spanish); "Big and empty, like the Heidelberg tun," and "Not every parish priest can wear Dr. Luther's shoes." These have an obviousness about them which puts them out of the pale of our remark. But quite in point is the Turkish, "Death is a black camel which kneels at every man's gate;" which is plainly Oriental, without containing any name of person or thing that labels it.

Proverbial Philosophy has never yet been handled scientifically. There are two grand classes or division of proverbs—1. Those which are cosmopolitan, or which express the universal experience of the race; and 2. Those which are partial and expressive of only sectional experience, which is, however, perpetually reappearing. It is between these latter proverbs that contradiction is frequently occurring, so that people say "Give me any proverb, and I will give you another to match it on the other side of the question." This does not apply to the first class. Where is the contradictory "match" to that proverb about the pinching of the shoe? Where to that Cornish one, He that will not be ruled by the rudder must be ruled by the rock? No where; but corroborations exist in plenty, as—"Experience is a dear school, but fools will learn in no other," and so forth. Proverbs of the first class furnish an exceedingly interesting study in the various shapes in which they reappear in various countries. Proverbs of the second class never lose their hold of human sympathies, because the most exceptional experience is sure of repetition some day.

Proverbs are for the most part short generalisations of human experience put in a concrete form. They are almost all of them a kind of familiar poetry. The tendency to turn experience into proverbs depends chiefly, perhaps, upon the self-esteem of a nation, supposing a certain degree of culture to be obtained, and the existence of humour in the national character. The red man is proud, but he has no humour, and he is not a great proverbial philosopher, we believe. The Spaniards and the Chinese are the two proudest of civilised peoples, and they have both great store of fine proverbs. We are greatly surprised that the proverbs of the latter nation, the Chinese, do not fill a larger space in the current quotations of such things: they are exceedingly good.

We cordially recommend Mr. Kelly's book as excellent for table-talk, railway reading, or thoughtful hours. And we will close this notice with an extract or two, and a comment:—

## CUSTOM. HABIT. USE.

Use will make a man live in a lion's den.

Custom is second nature.

Cicero says nearly the same thing, and the thought has been happily amplified by Sydney Smith. "There is no degree of disguise or distortion which human nature may not be made to assume from habit; it grows in every direction in which it is trained, and accommodates itself to every circumstance which caprice or design places in its way. It is a plant with such various aptitudes, and such opposite propensities, that it flourishes in a hothouse or in the open air; is terrestrial or aquatic, parasitical or independent; looks well in exposed situations, thrives in protected ones; can bear its own luxuriance, admits of amputation; succeeds in perfect liberty, and can be bent down into any form of art; it is so flexible and ductile, so accommodating and vivacious, that of two methods of managing it—completely opposite—neither the one nor the other need be considered as mistaken and bad. Not that habit can give any new principle; but of those numerous principles which do exist in our nature it entirely determines the order and force.

Sydney Smith was a keen observer but a reckless philosopher. Human nature is very educible, but he and Mr. Buckle are rather alarming when they tell us so. The only limit here is that habit can give no new principle, i.e., cannot create. Of course not; but if it can do anything and everything but that, where are our universal postulates in morals to come from? If morals are only what the word etymologically means (mores, customs), let us say so; but a clear understanding is a good thing, and thinkers of a different school from Sydney Smith believe in immutable right and wrong.

This is worth quoting about Tenterden Steeple and Goodwin Sands. The old man said the steeple caused the sands, which looks absurdly; but the absurdity is

## A NON SEQUITUR.

After all, this is not so palpable a non sequitur as it appears, for, says Fuller, "one story is good till another is told; and, though this be all whereupon this proverb is generally grounded, I met since with a supplement thereto: it is this. Time out of mind, money was constantly collected out of this county to fence the east banks thereof against the irruption of the sea, and such sums were deposited in the hands of the Bishop of Rochester; but because the sea had been quiet for many years without any encroaching the Bishop commuted this money to the building of a steeple and endowing a church at Tenterden. By this diversion of the collection for the maintenance of the banks the sea afterwards broke in upon Goodwin Sands. And now the old man had told a rational tale had he found but the due favour to finish it; and thus, sometimes, that is causelessly accounted ignorance of the speaker which is nothing but impatience in the auditors, unwilling to attend to the end of the discourse."

An excellent lesson to us all to let people tell their stories through.



## THE GREAT EASTERN CROSSING THE ATLANTIC.

The object of the large Engraving, which will be found on a preceding page of the Supplement, may be said to be twofold. The primary one is to enable our readers to form some idea of the way in which the Great Eastern will plough her way across the long Atlantic waves. Of course this must to a considerable degree be matter of speculation for the present; experience only will be able to show to what extent the "perfect steadiness," observed in rounding the South Foreland the other day in very heavy weather, will be maintained in an ocean to whose gigantic billows our Channel waves are as molehills to mountains. Nevertheless, the consideration of a few facts may enable our readers to form a very fair guess at the probable result. There is considerable difference among scientific and practical men as to the actual length and height of the Atlantic waves in a storm. Many observations and calculations have been made, and much written on the subject, but there is an obvious difficulty in arriving at accuracy. The Atlantic Ocean is not a country across which the "man with the chain" can be sent to take measurements, and the deck of a ship in the height of a real Atlantic gale is not the steadiest or most favourable post for observation. But the following are among the conclusions arrived at: Both Dr. Arnott and Professor Darwin (the latter went round the globe in the expedition under Captain Fitzroy) come to the conclusion that no waves ever attain a greater length, measured from crest to crest, than 400 feet; nor a greater height, exclusive of spray of course, than 40 feet, or 20 above and 20 below the mean level of the water. On the other hand, very careful observations were made by some of the scientific gentlemen who were on board the *Agamemnon* in her celebrated cable-laying expedition, and the conclusion deduced from repeated trials was that a length of 650 feet and a height of no less than 72 feet had been attained. Wherever the truth is, and it lies probably somewhere between these two, it is clear that no Atlantic wave can be as long as the Great Eastern, which measures 680 feet on the water-line. The probabilities, therefore, are that even going head on to the gale, which would of course give the longest intervals, her head will be upon wave No. 2 before she has had time to begin dipping down the back of wave No. 1, and that she will be most frequently supported by two waves at a time; and here it should be borne in mind that her perfect rigidity was amply tested at her launch, when for months portions of her, measuring from 100 to 150 feet, remained suspended in the air without any support whatever, and the compact frame absolutely gave no sign of deflection at all. The accident, too, off Hastings served still further to exhibit the enormous strength of her hull, which sustained without the least disturbance—of course we speak of the hull only, not fittings or deck—an explosion which would have burst and shattered to shivers any other ship in the world. To return, however, to the consideration as to how the Great Eastern is likely to sustain herself in an Atlantic gale.

It seems to us on the whole most probable that, as regards pitching, the ship will be exempt from the ordinary lot of seagoing steamers; as regards rolling no conjecture can yet be formed; her beam is, however, enormous.

The secondary object of the Engraving is to exhibit the arrangement of the deck, its companions, skylights, captain's house, auxiliary engines, cranes, capstans, steering-house, captain's bridge, &c., &c.

We may add that the sketch from which our Engraving was taken was submitted by the artist both to Mr. Brunel and Captain Harrison, who were each good enough to suggest certain alterations in matters of detail, all of which have been carefully carried out.

### THE COMPASSES OF THE GREAT EASTERN.

The following is a description of the patent magnetic apparatus, and patent floating compass, as invented and supplied to the Great Eastern steam-ship by Mr. John Gray, of Liverpool.

The binnacle consists of an inclosed battery of magnets, adjustable by vertical screws, which move the magnets in proportion to the deviation of the compass arising from the influence of the iron.

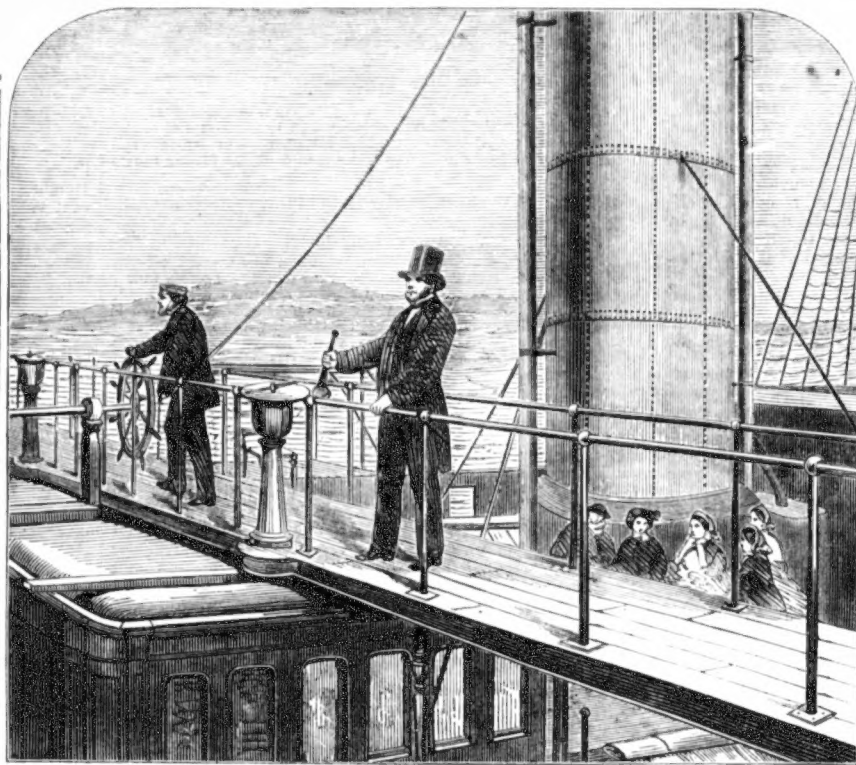
This deviation is ascertained by celestial or terrestrial observations, and after the instruments are perfectly regulated by a competent person the process of readjustment (if necessary) is so exceedingly simple, that by the officers of the ship merely placing the ship's head in two positions, north or south, east or west, the compass in the northern hemisphere can be made perfect. If an alteration should take place in the ship's magnetism of an opposite character in the southern hemisphere, by reversing the position of the magnets, and by following the same process with reference to the ship's head, the instruments will be found as correct as in the northern hemisphere.

There are other applications all calculated for the utmost precision in navigating the ship, one of which is highly important for correcting the dangerous influence arising from heeling. A vertical magnet is made movable in the centre of the apparatus for obviating errors arising from that cause, for it is not at all an uncommon circumstance for the needle to be deflected to the extent of 50 degrees, and in some instances more.

This disturbance is productive of oscillation of the card when the vessel rolls, a repetition of which gives a momentum that ultimately causes the card to revolve with such velocity as to render it perfectly useless to the seaman.

There is also a vertical double disc, which registers the ship's course, and prevents any dispute with the officer on duty.

On each side of the binnacle is placed a metal box containing soft iron, for the adjustment of a



MR. LANGLEY.

MR. ATKINSON, THE TRINITY HOUSE PILOT.

### THE PADDLE-BOX BRIDGE OF THE GREAT EASTERN.

small amount of deviation in the quadrants, remaining stationary with its contents in all latitudes. The patent floating compass is constructed to prevent vibration from affecting the centres of action. It consists of an inner bowl floating in an outer one, the object of which is to render the inner bowl insulated in its water bed, the exterior being solely influenced by the action of the ship. Through a mechanical arrangement in the interior of the inner bowl the hardest gems and the finest centres may be applied without fear of oscillation of the card. The entire combination of these important points ensure perfect indication, steadiness of action, and extreme durability.

Mr. Gray has not only had the honour of supplying the Great Eastern with these instruments, but also the principal European Governments. The directors of the Great Eastern have felt such confidence in him that, independently of supplying the compasses, &c., he is engaged to perform the onerous duty of adjusting the instruments, seven of which will be in action at the same time.

While the ship was lying off Purfleet Mr. Gray was busily engaged in the responsible duty of testing and adjusting her compasses, and he resumed his labours again as soon as the ship reached the Nore. When she got under way on the day following the compasses were so far adjusted that only the slightest possible variation existed. Even this will be remedied before she proceeds on her trial-trip.

### PREPARATIONS FOR REPAIRING THE SHIP.

After the jury had inspected the scene of the disaster on board

of the Great Eastern, steps were taken for at once clearing away the debris, with the view to the necessary repairs being forthwith commenced. How long these repairs will take it is at present quite impossible to say. To restore the iron-work, which has been found to need reconstruction, will occupy from three weeks to a month, but the question is how far the forward pair of main boilers, from which the funnel was blown, and which acted as a base to the whole explosive force, have been injured. Both will be subjected to a strict scrutiny, and, if any injury has been sustained, their repair will be a work of time and difficulty. But, whatever may be the delay or cost, the directors have most properly determined that all shall be repaired in the strongest and most perfect manner, and the boilers tested with the hydraulic-press before again proceeding to sea.

### CHINA AND THE GREAT EASTERN STEAM-SHIP.

We find the following suggestion from a correspondent in the *Times* newspaper of last Wednesday:

"These twin disasters which have been announced together have startled us in our English reveries of triumphant success. It is well that it should be so, and that they should have occurred at once and together, 'for out of this nettle danger we may pluck the flower safety.' Without anticipating the explanations from China, it is clear that we must revert to our plan of operations in the first war, and stop the supplies of the Imperial city, and we should be careful to make the most of the favourable season. Let, then, the trial-trip of the Great Eastern be to the waters of China; arm her with Armstrong's guns, or the best and lightest rifled cannon; and embark in her a sufficient force of infantry, engineers, and artillery, and let her make a summer voyage to the Yang-tse-Kiang, which she may accomplish in six weeks or so. The appearance of such a vessel and such an armament at such a time from these shores would have a moral as well as a material effect, not to be otherwise produced. No delay need occur in the equipment of the Great Eastern, for it may be presumed, after the recent disaster, that it will not be deemed necessary to re-decorate the saloons with mirrors and gilding, nor that the men who are to achieve such a success will require them. If Lord Elgin should be disposed to resume his post, let him embark with the expedition, and the troops would be ready, with lighter craft, to proceed on, if required, to the Peiho. As the telegraph to India is now open, let another expedition of European and native troops, who are without caste prejudices, be organised and dispatched from Bengal, Bombay, and Kurrachee, to so operate. The season is favourable for the voyage, as it is for the operations in China, and, if the French desire to co-operate, the Great Eastern could accommodate a brigade of their troops with our own."

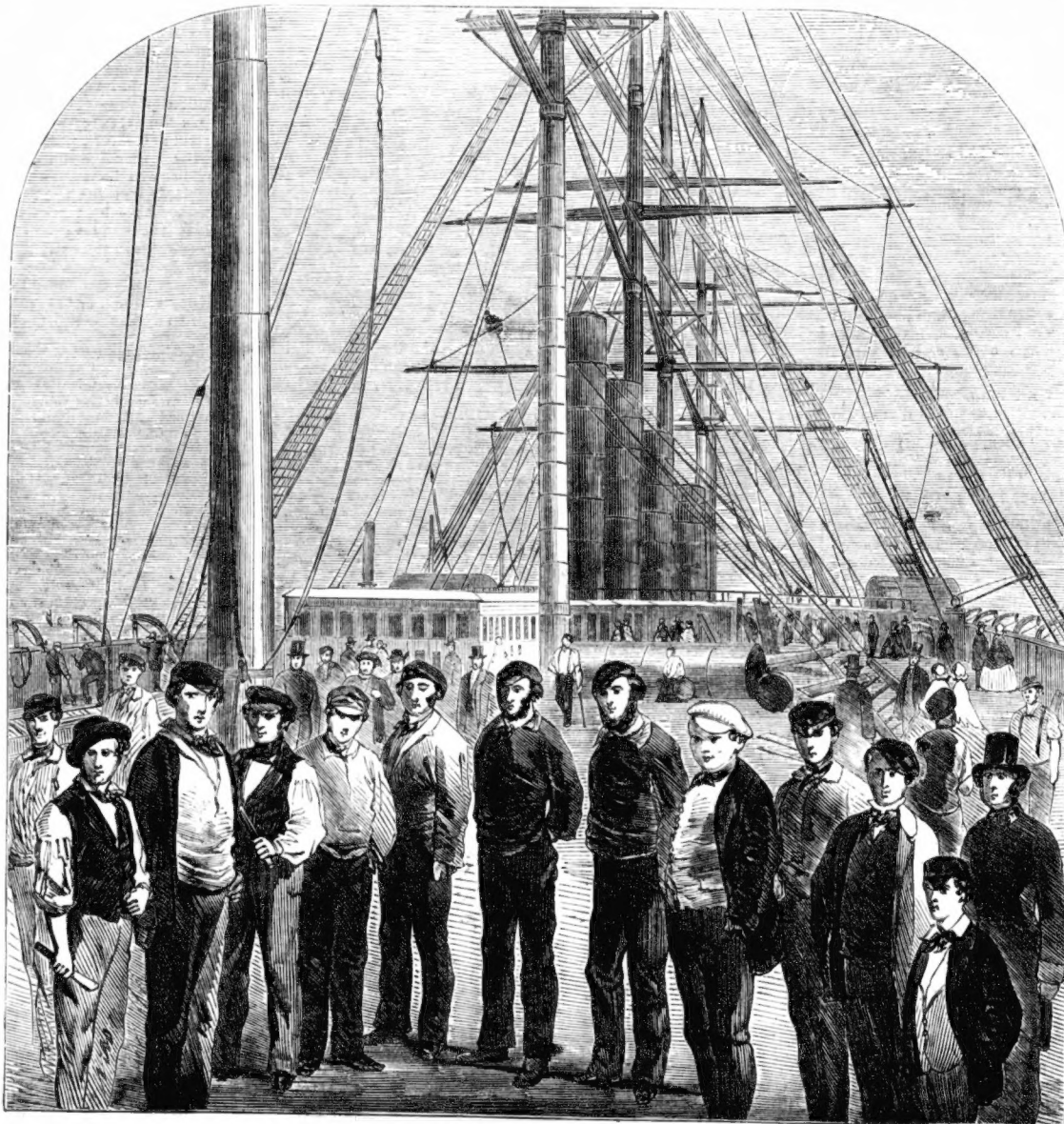
### MR. LANGLEY'S STEERING APPARATUS.

On one of the sides of the indispensable "bridge" of steam navigation, affording a quadrangular promenade of considerable extent, stands Mr. Langley's ingenious steering apparatus. By this admirable contrivance the great objection respecting the distance of the captain from the man at the wheel is completely obviated. A compass, the duplicate of the one in the binnacle, stands before an officer, who is placed under the immediate eye of the captain. It is covered with a brass circular slide, in which is perforated an aperture sufficiently large to permit of one of the points on the card being seen through. The captain, or steering officer, holds a handle, by means of which he exposes the point at which he wishes the ship's head to be kept, and by means of connecting-rods a coincident point is disclosed on the compass which is watched by the steersman, who thus knows in a moment the way in which he is to steer the ship. This plan works in a most satisfactory manner, and by its means the ship can be as easily steered as one of a thousand tons. Close to it, and on the same platform, the captain has another mechanical agent, called the indicator, which fulfils silently, but most efficiently, the function performed by the vociferous little call-boys in the river steamers. By means of this little instrument, the great steam giant of the ocean is as easily controlled as the fussy, noisy, little dwarf of the Thames.

### THE COMPARTMENTS OF THE GREAT SHIP.

Those who have been on board the Great Eastern will remember that they found it impossible to pass for any distance along any of the lower decks in any given direction. A couple of large rooms is the utmost extent of surface that can be explored without coming to the iron walls which divide the vessel into different compartments. When, however, we understand this feature of the ship's structure, and note the sequence of upper and lower saloons, mess-rooms, workshops, stores, &c., we perceive that nothing can be better adapted to confine any accident—to wall in and batten down any disaster, whether from within or without—and, in short, to give the security of five or six separate ships with the unity of one.

The interest evinced by the public in Weymouth and surrounding parts in all relating to the Great Ship seems to be as great as ever. During the whole of Wednesday last, though it blew a severe gale from the south-west, accompanied by heavy rain, and sometimes thunder, the steam-boats bringing visitors to the vessel were densely thronged. Nearly 6000 persons paid their half-crowns to go on board, and promenaded the deck throughout the day, defying the squalls of wind and rain with an endurance worthy of a better cause. The scene of the explosion, as far as it could be viewed from the deck, is the great centre of attraction; and as the monstrous fragments of ironwork have now been placed on deck, enough evidence is given of the fury of the explosion to satisfy the most eager curiosity.



FIREMEN AND TRIMMERS BELONGING TO THE GREAT EASTERN.